

Navy News

JUNE 1984 10p

D-DAY OPERATION NEPTUNE SPECIAL SECTION INSIDE



STAND BY FOR MORE SEA TIME

A NEW lease of life for up to eight ships which had been destined for the Standby Squadron in the next few years means more men at sea than had been expected.

As a result of a decision made known when the Defence White Paper was presented in May, the destroyer HMS Glamorgan and the Leander-class frigates HM ships Penelope, Ariadne, Achilles and Apollo are expected to be among the "extra eight" to remain active.

In addition, the Rothesay class frigates HM ships Rothesay and Lowestoft, which were to have been withdrawn next year, will also remain with the Fleet.



It still means, however, that in the long term the aim will be a force level of 50 destroyers and frigates, but all of them front line. This compares with a total of about 55 (all front line) now.

Manpower needed to keep the ships at sea will have to come from shore — "a further drive for efficiency in establishments ashore" is how the White Paper put it.

As the shore training load is reduced, finding more men for sea than expected will entail looking even closer at the shore training role to see whether more savings can be made and the task carried out with fewer people.

In the long-term, total naval manpower is planned to be about 11,000 lower by the early 1990s than in 1981 before the Defence Review.

Meanwhile, a lively debate has broken out, including letters in national newspapers from such top officers as former First Sea Lord Admiral of the Fleet Sir Henry Leach, on the structural reorganisation planned for the higher echelons of MOD.

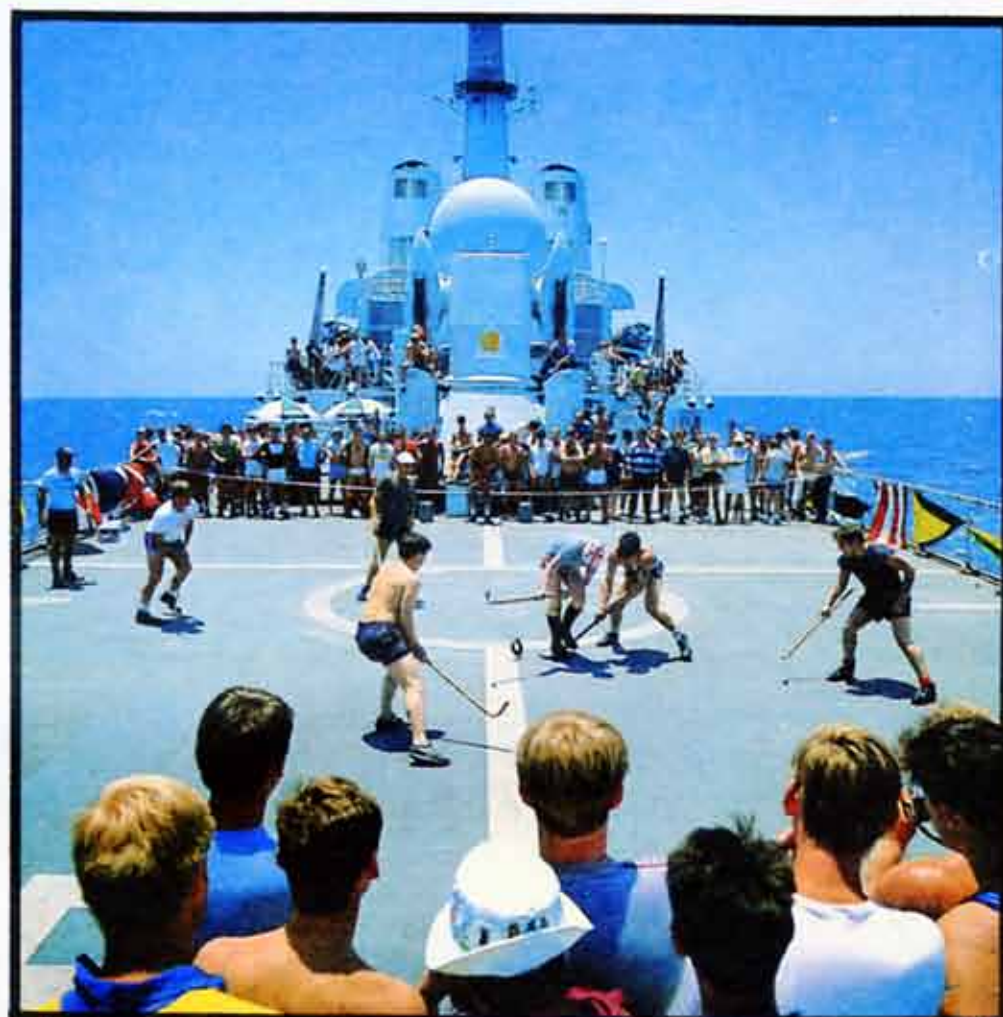
Further news of the plans is expected later in the year.

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View from the top

POAF Mick Prescott gave the First Sea Lord (Admiral Sir John Fieldhouse) a "guided tour" of an aircraft engine when the Admiral visited RN air station Culdrose. During a busy day seeing the station at work he toured a variety of departments and met many personnel.

Picture: LA(Phot) Bernard Petersen.



Jolly hot for hockey!

WHO'S for deck hockey? Forty-three four-man teams battled away in temperatures in the 80s during HMS Bristol's WESTLANT deployment. A tournament eventually won by a chef junior rates team left everyone 10lb. lighter and a 56-mile trail of home-made pucks behind the ship.

In a tug-of-war, 24 six-man teams pitted their last reserves of strength against opponents, heat exhaustion and hernias, the "war" finally being won by a surprise wardroom team. There was also a barbecue and horse racing, resulting in the ship's Welfare Fund benefitting by nearly £100.

Later the ship arrived at the Roosevelt Roads exercise areas to prepare for high seas missile firing, and visits to a number of islands were planned.

Picture: LA (Phot) Garry de Fox

Queen leads return to D-Day beaches

IN ONE of the biggest celebrations of its kind since the end of the Second World War, the Queen and Duke of Edinburgh were leading British representation in Normandy to mark the fortieth anniversary of D-Day.

After sailing from Portsmouth to Caen in HMY Britannia, the Royal couple were joining Presidents Reagan and Mitterand in a tour of some of the old battlefields.

Also participating in the ceremonies were members of Britain's three armed services,

the County-class destroyer HMS Fife, 500 British veterans, and the Secretary of State for Defence, Mr. Michael Heseltine (in his capacity as Chairman of the Commonwealth War Graves Commission).

The royal celebrations started in Portsmouth on June 2 when Queen Elizabeth the Queen Mother opened the Church of England Soldiers' Sailors' and Airmen's sheltered housing scheme in Southsea.

In the evening she held a reception in the Britannia for members of the D-Day and Normandy Fellowship. The Yacht's Royal Marines Band Beat Retreat at South Railway Jetty.

The next day the Queen Mother was due to be at Portsmouth Cathedral for a service to

dedicate a memorial window commissioned by the Fellowship. Later that day she was opening the D-Day Museum at Southsea.

Britannia

On June 5 the Queen and Prince Philip were arriving in Portsmouth to visit HMS Dryad where the Allied invasion was planned. Later the same day they were due to embark in the Britannia for the trip to Normandy.

There, the royal couple were visiting Utah Beach with President Reagan, the Commonwealth war graves cemetery at Bayeux, the Canadian cemetery at Beny-sur-Mer, and Arramanches for the parade of British veterans.

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HELPING HANDS

Kart team prepares for the big push

THREE-YEAR-OLD Julie Maguire took a place of honour behind the wheel when members of HMS Dolphin's Grand Prix go-kart team lined up for a photograph to record their success.

For the team from the Electronic Maintenance Room in Dolphin plan to take their triumph a step (or more) further by pushing their custom-built Formula One kart all the way to Birmingham next month to help liver patients like Julie.

Every ship and establishment in the Royal Navy and many outside organisations have been asked to sponsor the 150-mile push on July 4, 5, 6 and 7. Proceeds will go towards Addenbrooke's Hospital Children's Liver Transplant

Fund, which has been set up to provide desperately-needed equipment for operations.

The famous case of Ben Hardwick has proved that liver transplants in children so young can be successful and Julie, whose father Pete works for the RN Armament Department in Gosport, has been accepted by the Cambridge hospital for a transplant at some time in the future.

Pictured with Julie are CCWEA Anthony Lea (seated) and other members of the team — from the left, WEM(R) Frank Diciacca, LWEM(R) Glenn Barrack, WEM(R) Alan Drew, CWEA Gerry Mansbridge, CWEA Eric Taylor, CWEA David Barnden and CWEA Paul Dodd.

Picture: Wren (Phot) Linda James, HMS Dolphin Photographic Section.

LEADING air engineering mechanics on the Artificers Course at HMS Daedalus took on the devil of a job when they decided to raise money for a good cause.

Their 100-mile relay ride from Daedalus to Bath city centre was endured on a pusser's "red devil" bicycle — and although it played "hell" with their knees (and seats) they covered the distance in six hours.

The riders, whose target from sponsorships was £350 for a child assessment unit at Queen Alexandra Hospital, Cosham, Portsmouth, were LAEMs Colin Pryde, Andy Leaver, Ian Barrowclough, Jess Dugard, Nick Ellams, Olly Holloway, Kevin McHale, Martin Gibson, Chris Stanham and Bob Lee, with LAEM Steve Lawrie as team trainer and back-up crew.

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Members of the ship's company of HMS Berwick had no problem disposing of foreign coins and notes on return to Portsmouth after deployment. A collecting tin provided by CPO Jim Donnelly was filled to overflowing and presented to the Kent-based Hospice at Home organisation. The hospice specialises in converting travellers' unwanted foreign money into hard cash.

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Thirty officers from St Vincent

On your bike and ride like the Devil!

Division, Britannia Royal Naval College, Dartmouth, spent a day helping out at Rowcroft Hospice for the terminally ill at Torquay, their adopted charity. After working in the garden and assisting in the wards they presented a £300 cheque, raised by the Division, and a Britannia crest.

When members of the ship's company of HMS Brocklesby were challenged to compete in a pool and darts contest by the regulars of their local pub, it was in aid of a good cause. Apart from a great night's entertainment their efforts raised over £70 for the Licensed Victuallers National Homes.

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A "Wear What You Will" day organised by Wrens of HMS Osprey, with personnel paying £1 for the privilege of discarding their uniforms and dressing as they pleased, raised £100 for naval and local charities.

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On the homeward journey to Portsmouth after five months on Gulf patrol, HMS Glamorgan's practice missile-firing inspired a raffle to decide who would fire the last Seaslug. It was won by Lieut. T.



Talk of the devil... here's the team of leading air engineering mechanics on course at HMS Daedalus with the pusser's "red devil" on which they pedalled to Bath.

Picture: HMS Daedalus Photographic Section.

Martin, the deputy supply officer — the £18 proceeds being donated to the Jane Hodge Home for handicapped children.

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Sponsored soccer and rugby

matches, indoor "horse" racing, aquatic tug-of-war, a summer fete and various other fund-raising activities at HMS Vernon, raised more than £1,000 for Mary Rose House, at Leigh Park, Portsmouth, their adopted charity.

SUN RUN FUN

FORTY runners and support personnel from 899 Naval Air Squadron covered the 135 miles from Yeovilton to Fleet Street in 16 hours 40 minutes in a major effort to raise funds for a national appeal.

Averaging more than eight miles an hour the runners rested over-

night at the Army Air Corps headquarters at Middle Wallop before completing the final, 75-mile stage of the run, arriving at the offices of the Sun newspaper to a great welcome. Sponsorships and collections en route were expected to add up to £600 for the Sun's "Tiddlers for Toddlers" appeal.

Provost HQ

A NEW RN Provost headquarters has been opened in Churchill Square, Helensburgh, for members of the Regulating staff attached to HMS Neptune, Faslane. Previously the headquarters was in Sinclair Street, near the Helensburgh town centre.

Now the RN Provost is based in what were four married quarters, extensively altered to provide additional facilities and with accommodation for up to 14 Regulators.

Starling delay

THE commissioning of HMS Starling, which is being built at Hall Russell Ltd. in Aberdeen, has been delayed and is now expected to take place on August 7.



Picture: CY Mitchinson.

BIRMINGHAM KEEPS DASHING COMPANY

AFTER SEEING rather a lot of the South Atlantic during the past two summers, HMS Birmingham was rewarded with a three-month tour of duty as West Indies guardship.

She took up her duties at Bermuda in January before sailing for the warmer climes of Florida and the Caribbean. Visits were made to Key West and Fort Lauderdale, where most of the ship's company were able to sample the delights of Disneyworld and Miami.

Next destination was Belize, followed by a month around the

verdant volcanic peaks of the Windward Islands.

Two Sea Dart missiles were successfully fired off Puerto Rico, where the Birmingham exercised with Dutch and American ships, including the dashing USS Aries, a hydrofoil.

Sporting activities during the deployment included a ship's 100 x 1 mile relay, sponsored cycle rides to raise money for Chelmsley Wood Hospital School, and some fairly hard-fought cricket matches.

● LEFT: HMS Birmingham pictured at speed in close company with the US Navy hydrofoil Aries.

D-DAY BEACH GIRL

D-DAY anniversary pin-up Carley Lacey graces the utility lines of an immaculately preserved Second World War jeep, one of more than 50 vintage vehicles which took part in a mock invasion on Weymouth Beach on June 3.

Euryalus feted in Germany

HMS EURYALUS made the most of a three-week rest and maintenance period at Wilhelmshaven. The frigate, a member of NATO's Standing Naval Force Atlantic, was assisted in the maintenance work by a team from Rosyth FMG led by FCMEA(P) Fox.

A great deal of hospitality was offered to the ship's company by sailors from FGS Hamburg and by the people of Wilhelmshaven.

Two leave parties returned by coach to the UK in the first and third weeks, while the second week was taken up with preparations for and the ceremony of change of command.

For the first time, a German took charge of STANAVFORLANT. He is Kapitän zur See Klaus Schwabe FGN. Guests included the Commander-in-Chief Fleet, Admiral Sir William Staveley, and the multi-national guard was knocked into some semblance of order by CPO(OPS)M Ernie Wise of the Euryalus.

Magnificent

Officers visited East Berlin twice, donning mess dress on one occasion to dine magnificently in the Metropole Hotel.

During the final week at Wilhelmshaven, the Euryalus was presented with the Fleet Sonar Efficiency Prize for 1983. Representatives of Plessey Marine Ltd. attended the ceremony.

monym, as did Lieut.-Cdr. John Bailey, who was Ops officer for much of 1983.

The group of nine ships sailed on April 16 after the Euryalus had performed well on the sports field. The soccer team beat HNoMS Trondheim 9-0 and FGS Schleswig Holstein 10-4, and played twice against a local club, drawing 1-1 and winning 3-1. The hockey team lost their only match 4-0, as did the rugby side, 20-4.

But the ship's runners did well, taking eight out of the first ten places in the SNFL mini-marathon, and filling 12 out of the first 18 places in a fun run staged by HMCS Annapolis.

Next visit by the squadron was to Cadiz, where the ships' companies took advantage of hot weather and nearby beaches. Bus trips were organised to a local bodega (wine shop) and the provincial capital of Seville.

The Euryalus drew 4-4 at soccer with FGS Hamburg and beat HMNS Kortenaer 3-0, and AB Mason and LMEA Fox were in the STANAVFORLANT team which drew 4-4 with the Spanish Naval PT School.

From May 14 to 18 the squadron was visiting Rotterdam.



Galatea celebrates her 21st

HMS GALATEA celebrated her 21st birthday last month somewhere between Taranto and Venice.

As a member of NATO's Naval On-Call Force Mediterranean, the frigate was on a deployment which was due to take her to Gibraltar, La Spezia in Italy, Toulon, Palma in Majorca, and Venice.

The Galatea, an Ikara Leander frigate, was launched at Wallsend-on-Tyne on May 23, 1963. Since visiting her affiliated town of Hull in January she has completed a period in dock and sea trials before joining NATO's activated Mediterranean squadron.

Sheffield plaque unveiled

ON May 4, the second anniversary of the sinking of HMS Sheffield in the Falklands, a commemorative plaque was unveiled in St George's Chapel of Sheffield Cathedral.

The service was attended by survivors of the Sheffield, relatives of those who died, the Lord Mayor, civic dignitaries, and members of the Sheffield Association and the Royal Naval Association.

The plaque was unveiled by Capt. Sam Salt, commanding officer of the Sheffield at the time of the sinking, who was accompanied by the ship's first lieutenant, Cdr. Mike Norman.

Sharks squadron snaps up trophy

THE BOYD TROPHY, one of the Fleet Air Arm's premier awards, has been presented to 705 Naval Air Squadron for its exceptional contribution to naval aviation.

Last year two crews from the squadron won all the trophies for which they were eligible at the British helicopter championships, including the Helicopter Pilot of the Year and Crewman of the year.

The squadron, which flies Gazelles, also forms the Sharks, the only helicopter display team of its kind in the country.

Other major naval awards for 1983 announced recently have been:

- The Kelvin Hughes Vectac Trophy, awarded to HMS Newcastle for helicopter-borne torpedo attacks on submarines;

- The Fleet Sonar Efficiency Award, presented by Plessey to HMS Euryalus;

- The Rolls Royce Fleet Air Arm Engineering Efficiency Trophy to the Sea King Naval Aircraft Support Unit (NASU) at RN air station Culdrose;

- The Bambara Flight Safety Shield to the RN Flying Grading Flight, which conducts flying grading for BRNC Dartmouth, operating Chipmunk aircraft from Roborough Airport, Plymouth.

Portland party

THE Murihiku concert party from HMNZS Southland (formerly HMS Dido) provided a colourful spectacle as they performed a series of songs and dances at Portland, where the ship was working up. Besides Maori items, the repertoire included a (fairly) familiar nursery rhyme, "Sing a Song of Five Cents", and "My Way."

Illustrious changes main engine at sea

WHILE involved in Exercise Open Gate in the Mediterranean, HMS Illustrious passed another milestone with her first main engine change at sea.

One of her four Rolls-Royce Olympus gas turbines developed a defect which could not be repaired on board. To allow continued participation in the exercise with full power available, it was decided to exchange the three-ton unit with the "spare" carried on board.

Under overall control of the senior engineer (Lieut.-Cdr. Mike Browning) and led by FCPO Peter Woodyard, the exchange was achieved by two teams of a dozen men in under four days. It was carried out in heavy sea and swell conditions, and without interfering with the busy flying programme.

FIRST

Exercises Open Gate and Distant Hammer involved working with a variety of NATO units and included a first-ever RAS with "STUFF" BP tanker British Tamar — which went very smoothly — and an encounter with the French Navy's first hunter killer nuclear submarine, the Rubis, which proved elusive.

It was, however, not all work, as the ship's company took advantage of a sunny weekend between exercises to compete in a Saturday sports extravaganza of flight deck soccer, tug-of-war, deck hockey, cricket and volleyball.



RAS-time in the Med: A top-up for the carrier HMS Illustrious from the tanker British Tamar.

Ariadne stands by for blast-off

SHIP'S COMPANY of HMS Ariadne were treated to a "ringside" view of the latest Shuttle launch when the frigate visited Cape Canaveral, Florida, from April 3 to 6.

The ship is currently on West Indies guardship duties. During the deployment she has called at Nassau, the Bahamas, Key West, Belize, the Cayman Islands, Curacao, Barbados, Bequia, Monserrat, St Kitts, and Puerto Rico, and was visiting Anguilla, Dominica and Bermuda this month before returning to Devonport.

The Ariadne shared the lime-light with football star Kevin Keegan at the opening of Scunthorpe's new leisure centre in March. The ship has been adopted by Scunthorpe and a party of 11 visited the town for the opening and to attend an "Ariadne" swimming gala between local clubs.

Scunthorpe Sea Cadet Unit laid on a reception for the Ariadne party which was hosted by the swimming clubs.

Recruits wanted for RAF Regiment

THE Royal Air Force Regiment, needs to recruit many more men over the next few years. RN and RM members whose current engagements are coming to an end and may like to consider applying to join.

The RAF Regiment specialises in every aspect of warfare as it affects the RAF on or near the ground. Every gunner is trained in basic infantry skills and specialises in them when employed in a field squadron. The gunner may also be employed in one of the regiment's low-level Air Defence squadrons, which are armed with the Rapier advanced missile system.

Further details can be obtained from RAF Careers offices.

Personnel, of any specialisation, may also apply to transfer between Services. In these instances application should be made through normal Service channels.

Bang goes old mine

PLYMOUTH Clearance Diving Team, working from the tender Instow, detonated a live 1,000lb. German Second World War mine trawled up off Falmouth. AB(D) Richard Whitmarsh placed two 4lb. explosive packs around the mine, which was detonated in 40ft. of water.

High there . . .

A RATING was recently found to be unemployable in a crane driver's billet because he suffers from vertigo — apparently established on reaching about the tenth rung of the ladder.

Whether or not we need a drafting category with altitude restrictions, or crane drivers qualified as aircrew, if you believe that you may have a problem which limits your operating level to the height of a four-ale bar or may otherwise affect your draftability, please see your doctor and tell Drafty — through the usual channels — before someone else's life is disrupted.

DRAFTY

Whatever we hit IS the target!

LAST September's Drafty's Corner included a plea to use Supplement 1 to BR 14 when expressing your drafting preference so that you have a clear idea whether you are aiming at a large or small target — or at no target at all.

What, of course, the Supplement can't tell you is how many other people are after the same draft.

A recent survey of LFS billets available against the number of would-be occupants shows that, on the one hand, we have more than 11,000 volunteers for just over 200 billets in Hong Kong; over 6,000 for less than 450 in Gibraltar and, on the other hand, fewer than half the volunteers needed for 37 billets in Portugal.

This is pretty broad-brush and takes no account of the availability of each individual at any one time, or of the wide variations between categories, both male and female.

What it does show, quite clearly, is that the most popular places are considerably over-subscribed and that your chances of getting there are correspondingly reduced, so why not consider one of the others?

Improve your LFS chances

The survey also revealed 3,000 volunteers for LFS billets which no longer exist — nearly 2,500 of them for Junior Rates in the USA, where there aren't any!

Drafty can only record what you tell him, so send in a new DPC or cancel the old C240 (with another C240) if your last bid is not your present intention.

At best it is a wasted preference and at worst you could finish up with an unwanted draft — don't wait until it happens and then expect Drafty to unstitch it.



WHEN investigating complaints, Drafty often meets phrases like: "But when my Div CPO spoke to the desk 18 months ago, the Leading Writer (or was it the Lieutenant?) definitely promised that I would get Bermuda as my next draft."

The drafting desks are repeatedly advised against making firm promises over



"Even small bumps at ground level make him giddy!"



"You'll need a 'five loaf-two fish ADQUAL' for this multitude!"

But you promised . . .

the phone and, unfortunately, Drafty cannot reverse or cancel a draft on the strength of an unrecorded telephone conversation.

For information, NDD received 1,272 telephone calls one Wednesday last March, and Wednesdays, is our quiet day! So the only way to be sure is to commit your request for draft or course on Form C240. That

way you get a copy of the answer and we all know what was agreed.

In case you think we spend our day counting phone calls, the statistic attained above was part of an exercise in trying to improve our telephone system. The new system includes an answer phone that promises everyone "fun in the sun" but has a self-destruct button for the tape . . .

WRITERS' FIRST STOP IS THE PAY OFFICE

TO HELP along Writers Part IV training as much as possible, Drafty has adopted the following drafting policy. On leaving RNSS the first draft will be to a pay office.

This will last six months only, which should allow suffi-

cient time to complete the Pay Office section of the Task Book.

For the remainder of Part IV shore service he will be expected to gain some SC Office experience. The number of actual SC Office designated billets is so small as to make it impossible to detail direct to them, but it is anticipated that the balance of this first draft will be for between six and 12 months.

Throughout this time, learning to type well must also be pursued. This ability when the ex-Part IV joins his first ship is an invaluable asset for which the ship will be extremely grateful, and it will also save him slaving away doing a lot of retyping.

LCKQC backlog should start clearing

WAITING time for LCKQC has been a major cause of concern for a long time. There have not been enough places for those who have passed the PE.

It is drafting practice to send ratings on course in the order of passing PE, which is considered the best way to be fair to everyone. However, this cannot always be achieved as a man's current draft, his fitness for course, and other reasons often prevent him being drafted in his proper turn.

STILL WAITING

A backlog does inevitably build up and there are some who passed the PE in 1980 who are still awaiting course.

The good news is that with a reduction of new entry classes this year, the RNSS are able to arrange extra QCs and draft orders, and these are now being issued. Priority will be given to those who have waited longest, and if at sea, men will be relieved to do a course where possible.

Naval Parties all at sea in South Atlantic

THOSE of you lucky enough to be honoured with a draft to a shore-based Naval Party in the South Atlantic might have noticed on the Draft Order that it is recorded as an LFS (Unaccompanied) draft.

You will be pleased to know that this is only done because we cannot count it as seetime for advancement and professional qualification purposes.

In all other respects you are classed as being on Sea Service including entitlement to Seagoers leave and, for subsequent through drafting, aggregation for total period of current sea service. And it doesn't count as an LFS!

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BUILT by the Polish shipyard workers of Gdansk, RFA Reliant demonstrated her solidarity with the Royal Navy within a very short time of her entering service with the Grey Funnel Line.

Conversion of the vessel to a helicopter-laden forward support ship was completed ahead of schedule by Cammell Laird in November last year. Two months later she was proving her worth off the coast of Lebanon where her presence was invaluable during the evacuation of British forces and civilians.

The unusual story of the Reliant began in the Gdansk shipyards where she was constructed for the Harrison Line. Bearing the name mv Astronomer, she was delivered in 1977 and for five years operated a transatlantic container service.

Falklands

Her life underwent a dramatic change in May, 1982 when she was requisitioned for use in the Falklands war as a helicopter support ship, returning to Britain after six months' service.

But no longer would she ply the Atlantic trade routes: her value had been recognised and she was destined to serve the Royal Navy on a more permanent basis.

She was renamed Reliant and equipped for her specialised role to augment the Royal Fleet

Auxiliary's operational capabilities by operating up to five Sea King helicopters. She will provide solid-stores support for warships in the South Atlantic and will supplement Navy and RAF operations.

Key to her swift conversion is the Modular Arapaho system designed by the Americans to transform merchant ships into aircraft carriers.

By the end of the year the Reliant had completed her basic operational sea training with a view to a long deployment in the South Atlantic. But her planned programme was overtaken by events in another dangerous corner of the world — the Lebanon.

With four Sea King helicopters of 846 Naval Air Squadron embarked, the Reliant left Portland on January 2, arriving off Lebanon ten days later. There she played a major part in the evacuation, operating as many as three helicopters on deck at one time. In ten hours on February 11, five hundred people were airlifted to Cyprus via the ship.

Now the Reliant is undergoing a docking and essential defects period which is expected to last until July. Then she is due to revert to the programme mapped out for her last year.



FACTS AND FIGURES

Displacement: 20,000 tonnes. Length: 204 metres. Beam: 30.8 metres. Draught: 8 metres. Aircraft: Up to five Sea King helicopters. Armament: Four 20mm air-defence guns, two forward and two aft. Propulsion: Sulzer 10RN90 diesel producing 26,100 bhp and driving a six-blade fixed propeller; bow thruster and active stabiliser. Speed: 20 knots. Complement: 211 including 60 RFA personnel and a small number of civilians from the Royal Naval Supply and Transport Service.



Picture: PO(Phot) P. J. Packenas

RFA Reliant — an invaluable addition to Britain's warship support capability and (left) a Sea King helicopter lifts off from the flight deck after the ship's return from Lebanon, where she acted as a staging ship for the evacuation of 500 people.

THAT PIONEERING BREED

AS A PIONEERING vessel, RFA Reliant has much in common with her namesake of the Fifties and Sixties.

The earlier ship was the first air/victualling stores support ship capable of replenishing aircraft carriers at sea, and like the modern Reliant was taken up from trade.

As the mv Somersby she was completed at Sunderland in 1954 and for two years traded

as a grain carrier between Britain and the Gulf of Mexico. She was converted at Chatham for her RFA role, renamed Reliant and left for the Far East in 1958 to fulfil the concept that aircraft carriers should be able to spend more time at sea, independent of shore bases.

The Reliant had a helicopter landing platform built over the poop deckhouse, had an endurance of 50 days' steaming at 16 knots

and carried 40,000 different patterns of aircraft spares and naval stores. Besides which her clean lines made her one of the best-looking RFAs ever to serve the Fleet, earning her the nickname of "The Yacht."

With the rundown of the Royal Navy's carrier force and the entry into service of purpose-built replenishment vessels, the Reliant became superfluous to requirements and in 1972 entered reserve at Rosyth.

Pay-off for the predecessor of the present Reliant. Her fine lines earned her the nickname of "The Yacht."

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NN/6/84



D-Day gunfire shattered French illusions

IN REFERENCE to the search for 1944 vintage contraceptives (April), yes I have to say it was a sight to be remembered as Landing Craft Personnel approached the Normandy beaches, line abreast, with rows of 303 rifles deployed port and starboard, protruding over the sides with those appropriate muzzle covers.

Were the covers perhaps returning home? It was probably wishful thinking to imagine the sound of female oo's and ah's from behind these beaches.

Alas the first rounds fired destroyed all illusions in more ways than one. — Nobby Hall (ex-46 RM Commando), Southwick, Sussex.

Among the youngest

HAVING been told of a search for the youngest person involved in the D-Day landings, I believe that I was certainly among the youngest.

I was a member of "C" Troop No. 3 Bombardment Unit, and was born 21.11.25, making me 18 years 6 months 16 days on D-Day.

Our party consisted of a captain and bombardier, Royal Artillery, and three Royal Navy wireless operators. Our job was to direct the ship's gunfire by radio. — Donald Geoffrey, Peartree, Manningtree, Essex.

Not quite 100 proof

THE MARCH issue mentioned that Mr. Billy Mills of Birmingham, aged 101, still relished the odd "tot" of 100 proof rum.

However the Royal Navy issue of "neaters" was in fact 95.5 proof. The Admiralty did not issue 100 proof rum. — J. Glanz, Wallington, Surrey.

AMUSEMENT AND ARGUMENTS OVER BRANCH TRADITIONS

SOME of the traditions of branch structures in the Royal Navy have always amused me, and I read the letter about "Real" Chiefs and Tiffs / Mechs.

This has always been the topic of explosive arguments in chiefs' messes. Possibly the introduction of the title CPO and calling all tradesmen "Tiffs" was meant to kill two birds with one stone:

- It could be that to call Tiffs CPOs was to explain to the "Real" chiefs that although they had not waited in line

and obtained qualifications they were entitled to live in the CPOs' mess.

- To call all tradesmen "Tiffs" was to reduce the rivalry between "Tiffs" and "Mechs"; after all there are good and bad "Tiffs" in all branches.

The change from PO to CPO (B13) is quite exciting — the way No. 8s and overalls are discarded and replaced by the blue suit; becoming automatically a senior chief (acting); the privilege of accommodation in the CPO messes; being taken off duty lists (CWEMR disregard), and becoming part of the

ship's management team. With all this is it worth becoming a "Tiff"? Money isn't everything!

In this high technology age it is a shame more is not done to update some of the antiquated anomalies that exist in the RN.

Although just a suggestion, this task could be done by the same people who keep reorganising the ME / WE technical branches. Speaking from personal experience these branches need a rest! — R. Filby (ex-"L", ex-OE, ex-MEMN(L), now (I think) CPOMEA(L)), HMS Challenger.

LETTERS to the Editor

Write to Navy News, Barham Block, HMS Nelson, Portsmouth PO1 3HH.

A case or two of night starvation

NAVY rules for after-hours victuals for watch-keepers are very much out of date — as indeed are rules regarding meals for a lot of serving members.

For example, a department which has ten after-hours watch-keepers will get ten times 36½p allotted to them nightly, while a department which has two after-hours watch-keepers will get two times 36½p.

This means that the department with ten will get a generous amount of after-hours victuals, while the department with two will receive little.

By belonging to a big department you will get fed; while in a small unit, doing a 13-hour night watch, your stomach will feel as if your throat has been cut, after you have eaten your

packet of Naafi biscuits and drunk your three gallons of tea.

It does seem strange that the Service will give a person three good meals within a working day, but will not do so for people who have to work for 13 hours all night.

Perhaps if the Navy cut down on feeding the hundreds of visiting people and school children there might be enough left in the kitty to feed the serving people. — (LRO(T)).

An official reply points out that the cost of feeding visitors to naval messes is recovered, in the same way as casual meal charges, either from MOD funds, the individuals or the hosts, depending on the type of visit.

There has to be some control of expenditure in the form of allowances for all daily feeding and supplements, it is pointed out. Eligibility for some of these must also depend on whether the individual is accommodated or not. But within these rules, it should be possible to maintain an adequate and fair standard for all.

The advice is: "If you feel this is not happening, then your best course of action is to represent it within your ship or establishment." — Editor.

SURVEY ROLE FOR WRENS?

HAVING just read with interest about members of the Women's Royal Naval Service at Royal Arthur, it brought to my mind that old chestnut about Wrens at sea.

Why not kill the lie about Wrens being not truly equal to sailors because "they don't know what it's like at sea," and train them to take on the seagoing role of (say) the Hydrographic inshore ships? And I mean every job in the ship.

Then the skills of our Wrens would not be wasted and they would be fully integrated, and equal, at sea. — A. G. Fowler, (CPO), HMS Rooke.

I HEARD on the radio that the first member of the Women's Royal Naval Service to serve in a ship was on board HMS Hermes at Devonport.

In 1942 I was serving in HMS Medway, the submarine depot ship, at Alexandria. On board were two Wrens operating coding machines, and when the ship was ordered to Haifa they requested to remain on board to continue their duties.

The Medway was sunk by enemy action. The Wrens not only showed courage and discipline, but one of them was awarded a Mention in Despatches for saving lives and assisting with medical attention to survivors aboard the destroyer which rescued them. — James H. Williams (aged 79), Chatham, Kent.

On the same subject, a letter to The Times gave a reminder that First Officer Barclay, WRNS, served on board the mainly French-crewed HMS Fidelity which was lost with all hands when the ship was torpedoed in mid-Atlantic on December 31, 1942. "The Fidelity was probably the only RN ship in which a female held an executive officer's post," said the correspondent.

Why PoWs were exchanged

PERHAPS I can throw some light on the "prisoners exchange" mystery referred to in the letter from Len Careless (April issue).

I was one of the prisoners in the British-Italian exchange in March 1943, having been captured at Tobruk in September the previous year.

The total number of British prisoners exchanged was 862, including men from HMS Sikh (more than 200), air crews from HMS Ark Royal, and crews from the submarines Oswald, Tempest, Cachalot and P32.

The Italian prisoners had been interned in Saudi Arabia, where they were a considerable embarrassment due to shortage of food, and eventually it was agreed that they should be

exchanged in a Turkish port for British prisoners. — L. P. Wilson (ex-Sikh), Bedford.

Other letters on this subject included those from men in the exchange: ex-bunting tosser Reg Miller, Warrington; W. Wright (ex-Sikh), Southampton, who would like to see a Sikh get-together; Stanley Muir, Heckmondwike, who has already been in touch with mates from the Sikh; and J. H. Stenbridge (ex-Zulu), Torquay. — Editor.

Making an impression

IN ANSWER to Percy Cullum's letter "Pressing Inquiry" (March), I was serving in the

battleship Hercules in 1912-14, and this method of pressing clothes was used in the broadside messes of those days.

By using a flat piece of wood about four inches wide and two feet long with a handle like a cricket bat, and wrapping the item to be pressed round a rolling pin, it was then rolled out on the mess stool.

Good results were obtained by this method. It was usually used to smarten up the blue jean collars prior to Sunday divisions and other special occasions. — L. A. West (ex-CPO GI), Lymington, Hants.

Several other readers have confirmed the use of this pressing method in HM ships and training establishments. — Editor.

Ball is now in this loser's court

WHILE fishing 50 miles north-east of Scarborough (I am crew on board the fishing boat Prospector), we picked up a battered suitcase on which was painted by hand the words "HMS Zulu", and at the bottom, "Stirlene".

Inside the case were: one matelot's hat minus hat band, one pair black socks, one pair underpants, and one T-shirt with the slogan "Tennis players have fuzzy balls."

The hat is now a trophy in Scarborough RNA Club, of which I am a member. If the loser of the said articles calls at the club I would like to buy him a drink and find out the sad story of his loss. — Anthony East, Scarborough.

MY OLDER cousin, who is a fisherman, was fortunate enough to find a bottle with such contents as a US visa information form; a Hong Kong tourist information form; some Chinese money; Royal Navy recreational tour ticket; a tribute to submarines, written by Winston Churchill, with the name Robert Lennon attached; photographs of Bob Lennon and of HMS King George V; and a Submarine Old Comrades Association paper from Merseyside branch.

I am anxiously awaiting your reply to receive the reward offered. The finder's name is Ferdinand Williams. — Andy Durrant, Broughton District, Little London PO, Westmoreland, Jamaica, WI.

Interesting, but we're afraid it doesn't mean anything to us. Anyone with any information should write direct to Mr. Durrant. — Editor.

Dainty suit ruined!

READING about HMS Dainty certainly stirred my memory — with great affection.

She picked up our survivors from the Calypso, sunk only a few hours after Italy entered the war.

I would be pleased to hear from the shipmate who gave me his immaculate No. 6 suit to wear (I was naked and covered in oil fuel when I reached the Dainty). I am afraid I ruined the suit for him. — V. E. Ford (ex-PO Tel), Bristol.

Praise for Corsair

UNDER "Books" in the April issue, reading the review of "Naval Wings", I was surprised to read of the Corsair, "one of the less suitable planes."

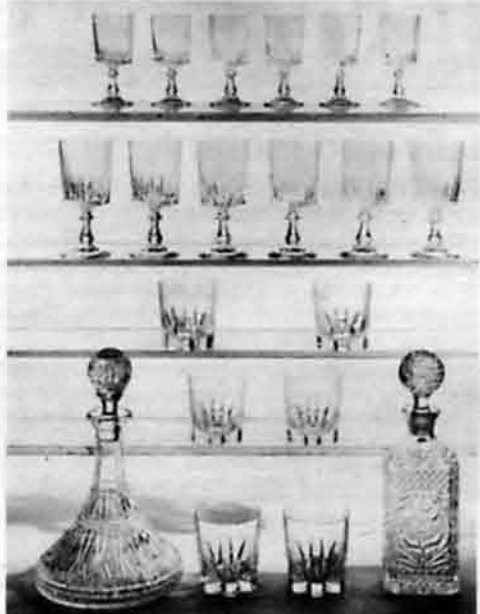
I flew from carriers during my seven years as a pilot from 1942 and though I did not fly a Corsair, I did fly Seafires, and there was no doubt in my mind that the Corsair was the better fighter. — J. A. H. Braidwood, Whitley Bay, Tyne and Wear.

Torquay and Suez

REGARDING the caption to the Bulwark-Hermes picture in your May issue stating that the Bulwark was the Royal Navy's only remaining survivor of the 1956 Suez operation, I would suggest that unless something drastic has happened to HMS Torquay recently she might still carry the distinction.

I've got a GS Medal (red and white) with Suez clasp to prove it and I'm sure about 200 ex-Torquays will probably have told you so also. — W. Clark, Cdr. (Retd.), Corstorphine, Edinburgh.

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DON'T MISS THE JACK CARTOON BOOK — SEE BACK PAGE

Pension anomalies for a charge chief

AS I AM in my final year of service, I decided to investigate the facts concerning my pension as a charge CPO.

MOD Naval Pay and Pensions "Short guide to ratings' pensions" states that "11 per cent is deducted from the comparator remuneration to take into account the superior superannuation benefits that ratings will enjoy." This means that when ratings' pay is calculated against comparable civilian rates of pay for the job, 11 per cent is taken away and the remainder divided by 365 to give a daily rate of pay. Effectively 11 per cent is taken away from pay to pay for the pension.

Paying more

Drawing up a table comparing pensions, daily rates of pay, annual payment of 11 per cent, and the pension shown as a percentage of pay, highlights several anomalies.

A charge CPO is paying substantially more for his pension than a non-tech. CPO, yet both receive the same pension. Taken as a percentage of gross annual pay, the charge CPO is receiving 28.18 per cent and a non-tech. is receiving 33.2 per cent.

This anomaly is compounded when the comparison between the charge CPO and both the tech. and non-tech. warrant officer second class is made. Both classes of warrant officer pay less for their pensions, yet receive larger pensions than the charge CPO.

The standard answer when

this question has been raised in the past is that a charge CPO is still only a CPO and not a warrant officer second class. The terms of reference of a charge CPO, the responsibility and authority invested in him belie this statement.

The fact that a directive has been made to divisional officers to encourage CPOMEAs of several years experience to take the relevant charge qualification also belies this statement.

This anomaly does not only apply to the charge CPO but all the way through the artificer structure. The Fleet CPO art. and the tech. warrant officer first class both receive the same pension and pay the same contribution yet both pay more for their pension and receive the

same pension as their non. tech. equivalents.

Surely an increase in pension for the charge CPO would not create any serious administrative difficulties. After all, the Royal Marines, the Army and the RAF all manage to pay their warrant officers second class an improved pension.

I believe the anomaly is known about, but the question is being ignored at the expense of artificer senior rates, particularly the charge CPO. — B. M. D. Elliott, Charge CPO, HMS Neptune.

Representative

It was explained to us that Armed Forces pensions are based, not on an individual's personal pay, but on a representative rate of pay common to all Servicemen of the same rank, ensuring that all with the same length of service receive the same pension.

The 11 per cent deduction is not regarded as a contribution from individual Service pay towards pension benefits but an adjustment to comparator earnings as part of the process of formulating rates of pay.

It is, we are told, an across-the-board deduction which is the measure of the greater value of the Armed Forces Pension Scheme, taken as a whole, compared with the value of the average civilian comparator scheme.

One suggestion sometimes voiced is that the charge chief should be created a warrant officer 2 but this, we are told,

Your prayers

□ sought

AS AN ex-shipwright in HMS Fisgard's S46 entry, may I ask to be remembered in prayer by all those who have known myself and my family?

I am to be ordained deacon in the Church of England by the Bishop of Bath and Wells at Wells Cathedral on Sunday July 1 and then to serve the people of the parish of St John the Baptist, Wellington. — Geoff Walsh, Wellington, Somerset.

1943 — THE YEAR WE SHELLLED THE U.S.

I WONDER if your readers can help to complete the record of how many British ships were guilty of firing shells on United States territory during 1943.

During my researches on the Captain-class frigates (US-built), two of my correspondents have described such incidents.

Frank Phelps of Gloucester recalls that when HMS Bayntun was carrying out gun trials off Boston, Mass., in early 1943 there was a "hang fire" in

one of the 3in. guns, resulting in the gun firing on a dangerous bearing and the shell landing (harmlessly as it happened) in a local cemetery.

Local papers proclaimed "RN ship fires on US territory for the first time since the War of Independence."

A similar occurrence is also reported to have happened on board HMS Braithwaite, which commissioned in November, 1943.

Having served as an ordnance artificer in one of these ships (HMS Cubitt), I remember that

there were early problems with a firing mechanism plunger on the rather primitive breech of the 3in. guns, causing the plunger to stick at embarrassing moments.

This resulted either in the gun firing unexpectedly as soon as the breech was closed, or at some (delayed) period, after the gunlayer pressed the firing pedal.

It is quite possible that other incidents happened before the various ordnance artificers gave the plunger more clearance. — D. Collingwood, Wantage, Oxon.

DROPPING OF COURSE IS 'BEWILDERING'

AS a prospective petty officer stores accountant, I am bewildered by the dropping of the POSA qualifying courses. Surely it must be realised that the biggest step for many ratings is that from leading rate to PO.

The rate introduces full management, and the possibility of becoming in charge of a small ship's stores set-up. I would have thought that a six-week course would have been essential to function well as a POSA.

The study guide seems to be an inadequate way of getting POSAs qualified, especially as on board operational ships most LSAs would find it difficult to be able to study in depth. — M. Kaminski (LSA), HMS Arethusa.

Recalling the economies imposed by the Government's 1981 Defence Review, an official reply explains that the Admiralty Board, in order to maintain front-line strength, had to cut support and training costs ashore to the barest minimum.

The chop was pretty severe — about 40 per cent. — and all branches of the Service were affected. A decision had to be taken on whether to abolish leading rate or PO level courses, and the best solution was found to vary between branches. In the case of the Stores Accountant, professional training at leading rate level was regarded as the most vital. The loss of the POSA course was a severe but unavoidable blow.

On the other side of the coin, the Stores Branch is beginning to benefit from the OASIS programme, and pre-joining training for senior stores ratings had been increased from one week to two. The study guides will be reviewed based on experience of use — Editor.

This fooled □ no one

AFTER 34 years' service in the Royal Navy, even an elderly puffer notices that jackstay transfers are now carried out in an alarmingly new way if the picture (April) of HM ships Londonderry and Torquay is to be believed.

I know that Fleet tactics must not be made public, but I would be very surprised if those pictured were not trying to pass a tow! — J. A. Jack (lieut.-cdr.), Office of the Flag Officer Scotland and Northern Ireland.

And everyone else would be surprised too. Though it was the April edition, there was no intention to play the fool. Sorry for the error. — Editor.

Harwich here □ we come!

AS another wartime Harwichite I would like to second the excellent suggestion by David Welsh (March issue) for a reunion to be organised perhaps by the local Royal Naval Association branch.

Wasn't there a young two-striper called Philip Mountbatten in one of the old V and Ws? Certainly the now Rear-Admiral P. F. Powlett was in command of HMS Shearwater, in which I was a very ordinary telegraphist in 1940-41.

A reunion could be quite an occasion. — Maurice K. Tither, Chesterfield.

I ALSO have grand memories of Harwich and would like to return there one day if a reunion could be arranged. — Tom Vann, Leicester.

First World War □ cutlasses

I WAS interested to read (March edition) about the use of cutlasses in the Royal Navy.

I was an ordinary seaman in HMS Royal Sovereign when German ships were scuttled at Scapa Flow after the First World War. When the Germans were picked up, the seamen guarding them wore cutlasses.

It may be that this was the last occasion on which cutlasses were issued by the Navy on service. — R. N. F. Lees, Deal, Kent.

OH, THAT NONSUCH!

I READ with interest in Newsview (March) that: "Some have lurid tales to tell of what happened during the long refit of HMS Nonsuch — with emphasis on the long."

There was a German destroyer renamed Nonsuch (D 107) in which I served as a stoker from 1947-49. Is it the same ship — if so, I would be pleased to hear what happened to her.

The refit did take some time, what with experimental translation of German to English.

When the day came to put to sea for trials she looked spick and span, and photographs taken from the air showed how much work was put in by the crew and dockyard. There was Nonsuch like the Nonsuch! — R. C. Wells, Ex SM, Aylesbury, Bucks.

Interesting to note that the Nonsuch refit did take "some time" but we have to admit that ours was a mythical Nonsuch as, we hope, most readers appreciated. Next time we'll have to make it "HMS So-and-So" (and trust there wasn't a real ship of that name).

To clarify the matter, the reference books show Mr. Wells' Nonsuch was the German destroyer Z38, captured and named HMS Nonsuch in 1945. Eventually she was broken up in 1950. There have also been a number of other Nonsuchs in the Royal Navy — Editor.

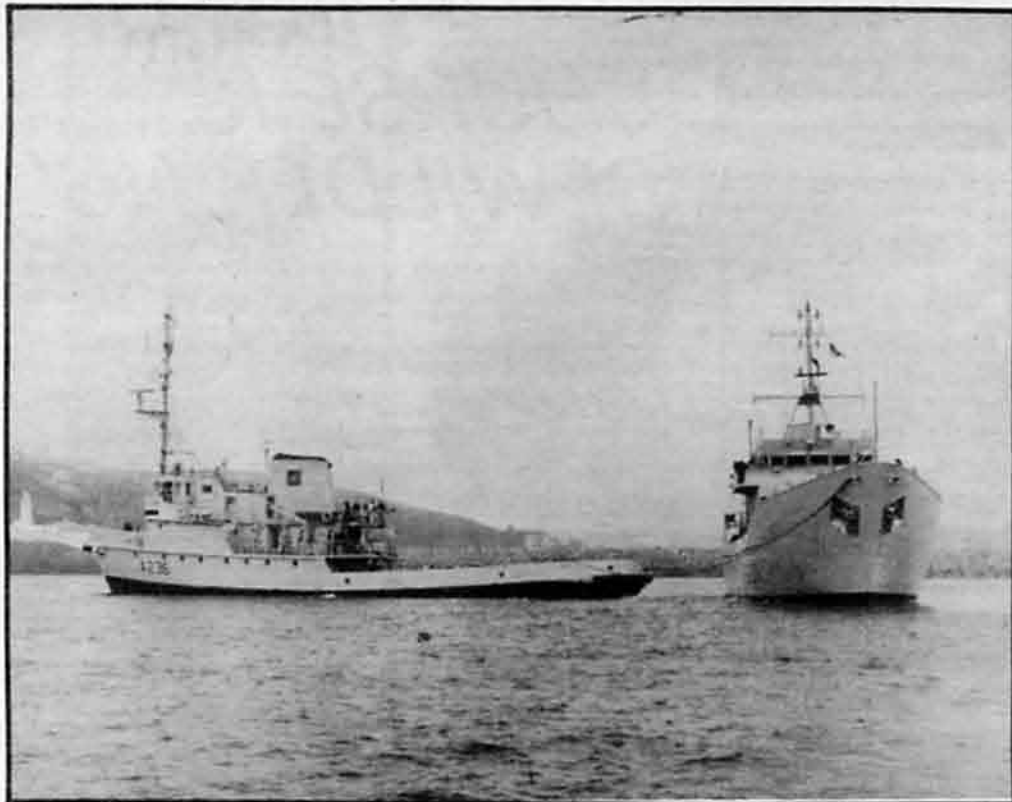
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HMS Wakeful prepares to help HMS Lindisfarne with a tow out of harbour.

Wakeful pulls her weight in Manx visit

A VISIT by HMS Wakeful to the Isle of Man proved a great success. Events included a wardroom reception for the Lieutenant Governor, Rear-Admiral Sir Nigel Cecil and Lady Cecil, the Mayor and Mayoress of Douglas, and the First Deemster.

A soccer match arranged with Douglas Fire Brigade resulted in a sound thrashing for the ship's XI, but there was great compensation in the after-

match celebrations.

A children's party was held for 15 youngsters from the National Children's Home in Ramsay — and was as much enjoyed by the ship's company as by the children.

While at the island the Wakeful had the chance to demonstrate her towing prowess. HMS Lindisfarne had suffered a mechanical breakdown and the Wakeful was involved with an ocean-going tug in getting her out of harbour at Douglas.

APPOINTMENTS

Admirals swop jobs

REAR-ADMIRAL H. L. O. Thompson, Director General Marine Engineering, is to succeed Rear-Admiral M. A. Vallis as Director General Surface Ships on August 24.

On the same day Rear-Admiral Vallis takes over as Director General Marine Engineering from Rear-Admiral Thompson, and will continue as

senior naval representative in Bath.

Other appointments recently announced include:

Capt. D. Pentreath, Neptune in command and as Commodore Clyde and Port Commodore Faslane. October 16.

Capt. E. Southgate, Director of Helicopter Projects. November 9. (To serve as commodore).

Capt. C. H. Layman, Invincible in command. December 17.

Capt. P. J. Erskine, Newcastle in command and as D3. September 25.

Capt. G. M. Tullis, Dartmouth in command as Captain Britannia RN College.

September 4. Capt. R. C. Moylan-Jones, Daedalus in command. June 5.

Capt. J. G. Tolhurst, Exeter in command. July 16.

Cdr. J. J. Blackham, Nottingham in command. July 23. (Following promotion to captain).

Cdr. N. J. de Hartog, Yarmouth January 3 and in command.

Cdr. T. L. M. Sunter, Scylla September 4 and in command.

Lieut.-Cdr. N. A. Bruen, Gavinton May 19 1984 and in command (previously announced appointment cancelled).

Lieut.-Cdr. J. S. Aiken, Kirkliston October 23 and in command.

RN leads Channel Force

CDR. Richard Moore, RN, became the ninth commander of NATO's Standing Naval Force Channel at a change-of-command ceremony held in Portsmouth on May 22.

He took over from Cdr. Guy Busard, Belgian Navy, and will lead STANAVFORCHAN in HMS Abdiel.

Guest of honour at the ceremony was Dr. Joseph Luns, Secretary General of NATO and Chairman of the North Atlantic Council. He was introduced by Admiral Sir William Staveley, the Allied Commander-in-Chief Channel and operational commander of the Force.

Dr. Luns, Secretary General of NATO since 1971, is to be succeeded on June 25 by Lord Carrington.

Cdr. Moore's appointments have included command of HMS Brinton and executive officer of HMS Brilliant, and more recently he has been serving in MOD.

THERE IS a unique flavour to time spent on station in the Falkland Islands. The members of Group Kilo — HM Ships Liverpool, Penelope, Nottingham and Alacrity, and RFAs Tidespring and Fort Austin with C Flight, 826 Naval Air Squadron embarked — have had ample opportunity to sample it since they sailed from the United Kingdom in January.

Before they left the Falkland Islands at the end of their five-month tour of duty, the ships sent Navy News their impressions of life with a South Atlantic Task Unit.

A GOOD SPOT TO DO YOUR EXERCISES

SOUTH ATLANTIC deployments are being increasingly regarded as an opportunity for training in many fields, and the Task Unit led by HMS Liverpool has been involved in one form of training or another ever since the group left British waters back in January.

On their way to Gibraltar the ships were subjected to intensive air defence exercises with the assistance of the Royal Air Force, the Fleet Air Arm and French aircraft.

As they made their way down to the Falklands via Ascension Island the emphasis changed to the practising of close manoeuvres, steaming darkened, and tactics and procedures to be used on patrol in the Protection Zone.

Once on station the ships found frequent opportunities to track and engage RAF Phantoms, Harriers and Hercules aircraft, returning the compliment by towing splash targets for the fighters to bomb.

Ops. Room teams became better acquainted with RAF and Army procedures, while the gunships took advantage of West Falkland's uncongested ranges. A week with the Fleet Target Group enabled anti-air firings of gun and missile systems against unmanned target aircraft.

Training in shiphandling and coastal navigation for bridge teams around the Falklands is almost without parallel, and the ships report numerous chances

to carry out seamanship evolutions with their boats, towed devices and danbuoys, and almost every method of replenishment.

A consequence of all this has been the rapid progress made on task books. Ships returning to the UK after months in the South Atlantic have many candidates for advancement and promotion boards. The amount of free time that has to be spent in the ships has also meant greatly increased numbers studying for exams or attending classes.

Probably the most noticeable and demanding aspect of training in the South Atlantic is the requirement to adjust to five months of almost continuous operations and weapon availability, with manpower at a high state of readiness and precious little chance for serious or long term maintenance.

Mechs commiserate

GRYTVIKEN, South Georgia, was the unusual venue for a small ceremony at sunset on April 1 to mark the first anniversary of the passing of the Mechanician rate.

Present were a group of ex-mechs from HMS Nottingham, including FCPO Brockerton, CPOs Davies, Chapman, Harrison, Nichols, Pritchard, Broom, Miles, Bradbury, Cooper and Tapson, and POs Richardson and Midgely, ex-Mech Lieut. Appleton, the Nottingham's commanding officer, Cdr. Essenhigh, and Lieut.-Cdr. Jackson (WEO) and Wright (MEO).



A female elephant seal roars her defiance at HMS Penelope as the Leander frigate secures to a buoy in Lelth harbour, South Georgia.

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Crowns for wounded

THE 777 British Servicemen wounded in the Falklands war are to receive a special Falklands crown minted to commemorate the liberation of the islands.

Three Falklanders raised £1,942 on the island to buy the crowns, which will be flown to Britain for distribution by the Ministry of Defence. The money was raised by Mrs. Betty Ford, a Port Stanley telephone exchange operator, and Mrs.

Joan Middleton and Mrs. Daisy McKay, shop assistants at the town's West Store.

They handed over the crowns to Major General Keith Spacie, Military Commissioner and Force Commander.

The crowns are worth 50p as legal tender in the Falklands, but are sold in special presentation packs for £2.50.



Libertymen from HMS Nottingham head towards King Edward Point, Grytviken, on South Georgia. The cloud formation should interest meteorologists.

Alacrity honours sister ships

HMS ALACRITY marked her return to the Falkland Islands for the first time since the war by paying tribute to the dead of her sister ships, HMS Antelope and HMS Ardent, at a memorial service on Campito Hill on March 18.

A memorial on the hill overlooking the graves of both ships was constructed by the companies of Type 21 frigates involved in the conflict, and is maintained by successive task units.

Six of the Alacrity's ship's company were survivors of the two frigates, and with 11 fellow survivors serving with other ships of Group Kilo joined 100 men from the Alacrity to pay their respects at the memorial.

SERVICE

A service was conducted by the Rev. Christopher Jarman, the Task Unit chaplain and Mr. Jerry Downing, canteen manager in the Alacrity and an Antelope survivor, read the lesson.

Wreaths were laid by Capt. Patrick Rowe, Commander of the Task Unit, commanding officer of HMS Liverpool, and a former commanding officer of the Antelope, by Antelope survivor Lieut.-Cdr. Richard Govan, and by LMEM Ian White, who nearly lost his life in the Ardent.

There's room to roam in the wide outdoors

THE LACK of pubs and clubs on the Falkland Islands helps to concentrate the mind on the wide outdoors. The mountains of West Falkland, the many rivers and inland waters, and the open countryside are a ready-made adventure playground for the nature lover.

Ships' companies of Group Kilo have used every opportunity to take part in marathons, orienteering, adventure training, expeditions, and inter-unit sports fixtures.

Highlight of Group Kilo's sporting activities was undoubtedly the winning of the South Atlantic Inter-Service

rugby championship, achieved with a 9-7 victory over the Army on the same day as the Twickenham encounter between the two old rivals, and a 20-0 thrashing of the Royal Air Force.

Group Kilo had its own trophy for challenges between ships of the Task Unit. Known as the Big K, it was donated by Kellogg's and was first com-

peted for at an Olympiad held at Gibraltar as the group headed south. It was won then by HMS Nottingham, but subsequently changed hands several times as soccer, squash and rugby challenges were laid down and accepted.

There are two other trophies for ships on station in the South Atlantic: the Corporate Cup and Kelly's Garden Shovel. The Shovel was made from a 4.5in. shellcase recovered from HMS Antelope and presented by HMS Cardiff in 1983.

The original Shovel has now left the islands. When the 2nd Battalion Royal Regiment of Fusiliers, who were affiliated to the Antelope, returned to the UK in March, they asked if they could display the trophy at their Regimental Headquarters in the Tower of London.

REPLICA SHOVEL

HMS Liverpool, last winners of the Shovel, made a replica which will continue to inspire sporting competition between units based in the San Carlos Area and visiting ships.

The islands abound with wildlife, for they are the main breeding grounds for numerous species of sea birds which roam the southern oceans. Seals and sealions survived the deprivations of the sealers, although sadly commercial whaling left little trace of these fine mammals in the South Atlantic.

C Flight's got 'em covered!

C FLIGHT of 826 Naval Air Squadron returned to the Falklands in late February after a six-month break at home. They relieved B Flight.

Task of the flight's five Sea King helicopters is to provide anti-submarine cover for warships in the Protection Zone around the islands.

DAILY SEARCH

Four Sea Kings have been embarked in RFA Fort Austin, the other detached to RFA Tidespring. Working closely with other units of Group Kilo and elements of the RAF, C Flight has searched the FIPZ every day to identify shipping.

Inter-Service liaisons led to an invitation to fire live Rapier missiles ashore, and the flight was able to repay some Falkland Islands hospitality by lifting a fresh water tank to Sea Lion Island from a neighbouring settlement.

Some flight members were sailing home in RFA Tidespring via Barbados and Puerto Rico, while others had to be content with a tour of South Georgia before being relieved by A Flight.

Penelope gets to trigger island at last

HMS PENELOPE arrived at South Georgia in early March just after the first, picturesque dusting of winter snow. It was a case of "third time lucky," for the frigate had missed out on a visit to this unique island on her two previous tours of duty in the Falklands.

Just over two years ago a group of Argentine scrap merchants landed at Leith in South Georgia, triggering the events which led to war.

Task unit ships now regularly call at South Georgia for periods of five days to make sure there is no repetition — and to let their companies ashore for a "leg-stretcher."

SHORE PATROLS

Army patrols are landed at key points along the coast normally inaccessible to the resident infantry detachment based at Grytviken, the abandoned whaling station.

These patrols are augmented by sailors keen to experience the Army way of life in such a forbidding, glacial environment, while their places on board are filled by soldiers eager for a change of scenery.

All the ships of Group Kilo visited South Georgia, where more than one leg-stretcher found he was not as brave as he thought when the inquisitive seals moved in to investigate. Elephant and fur seals, reindeer and penguins on the island are surprisingly unafraid, and almost as curious as their human visitors.

Return of the Ajax tooth

A MOUNTED whale's tooth has been returned to HMS Ajax nearly 35 years after it had gone missing. It was presented to the Second World War cruiser HMS Ajax by the people of the Falkland Islands, South Georgia and the South Shetlands in January 1937.

The tooth, from a South Atlantic whale, was mounted on a wooden ink blotter inscribed to commemorate visits by the Ajax to the islands, and her part in the rescue of a survey party.

ANONYMOUS

When the Ajax was scrapped in 1949 the tooth disappeared, only to emerge last year when it was sent anonymously to the Daily Telegraph. On May 3, Mr. A. J. McIlroy of the Telegraph visited the present Ajax at Portsmouth to hand over the tooth to the commanding officer, Capt. Peter Abbott.

Also present was Capt. Douglas Woolf-RN (retd.), who served in the previous Ajax from 1937 to 1940.

Two new Hunts to sign on

ANYONE who served in the Second World War Hunt-class destroyers Middleton and Chiddingfold is invited to attend the commissionings of two new mine countermeasures vessels which bear those names.

HMS Chiddingfold is nearing completion at the Woolston yard of Vosper Thornycroft and is due to be accepted and commissioned next month. Old Chiddingfoldians should contact the Senior Officer, HMS Chiddingfold, Vosper Thornycroft Ltd., Silvermere House, Obelisk Road, Woolston, Southampton, Hants.

HMS Middleton is due to commission at Portsmouth on August 10, and her "old boys" who want to attend the ceremony should write to HMS Middleton, BFPO Ships, London.

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HIGH AND DRY



Picture: LA(Phot) Stuart Antrobus

GETTING the dry dock treatment at Devonport dockyard after her Far East deployment is HMS Invincible. When the Defence White Paper was presented in mid-May it was stated that her worn shaft would be replaced and it was expected that the work would take place during her maintenance period. (More White Paper news, Page 16).

Meanwhile, details are available of two invincible reunions. The petty officers' (Falklands 1982) event will be held in HMS Dolphin on June 14, all male and rig No. 1s. Tickets, at £10 a head, are available from POAEM Jimmy Quinn or POAEM Dave Groves, HMS Heron. All mess members are invited.

HMS Invincible Warrant Officers' and Chief Petty Officers' Falklands Reunion dinner will be held at HMS Daedalus, Lee-on-Solent, on September 15. For details, contact FCSA David Cleaver, 34, Findon Road, Gosport (tel. Gosport 588773).

SUPPORT YOUR LOCAL FIELD GUN CREW!

AS PART of their preparations for the Royal Tournament, which takes place at Earls Court from July 11 to 28, public runs by the field gun crews of the three Commands take place at HMS Excellent, HMS Drake and HMS Daedalus on June 7, 14, 21, and 28 and July 5.

Portsmouth crew opened their public run programme on May 31 with supporting displays by HMS Collingwood Volunteer Band, the Royal Navy Display Team, Hampshire Fire Brigade, and the Free Fall Parachute Display Team.

Supporting attractions:

PORTSMOUTH (HMS Excellent)

June 7 — HMS Collingwood Volunteer Band; Army Apprentices Gymnastics Team; Portsmouth Karate Club; Hampshire Fire Brigade; Red Devils Free Fall Parachute Team. June 14 — Royal Marines Volunteer Cadet Corps Band; TS Stirling; Hampshire Fire Brigade; Red Devils Free Fall Parachute Team. June 21 — RM Band of CINCNAVHOME; Hampshire Fire Brigade; Free Fall Parachute Display Team. June 28 — RM Band of CINCNAVHOME; Portsmouth Karate Club; Hampshire Fire Brigade; Free Fall Parachute Display Team. July 5 — RMVCC Band; Portsmouth Karate Club; Hampshire Fire Brigade; Free Fall Parachute Display Team.

Admission (6 p.m. onwards to 7 p.m. start) — 40p adults, 20p children (senior citizens and under-14s free), proceeds to King George's Fund for Sailors.

DEVONPORT (HMS Drake)

June 7 — RAF Falcons Parachute Display Team; Devon Fire Brigade; Royal Marines Volunteer Cadet Corps Band. June 14 — Red Devils Parachute Display Team; Army Apprentices Gymnastics Display Team; Women's Royal Army Corps Staff Band. June 21 — Flying Gunners Parachute Display Team; Brickwoods Field Gun Display; RM Band of BRNC Dartmouth. June 28 — Trailblazers Parachute Display Team; Devon Fire Brigade; RM Cdo Forces Band. July 5 (5 p.m.) — Sharks Helicopter Display; RAF Gymnastics Display Team; Plymouth's Emerald Ambassadors Band.

Admission and car parking free. Start times 7 p.m. except July 5 (5 p.m.).

FLEET AIR ARM (HMS Daedalus)

Each demonstration includes a military band display, two fast and one slow field gun runs, the Red Devils Free Fall Parachute Display Team, and supporting displays.

Free admission is via Argus Gate, off Broom Way, and the public should aim to be seated by 6.50 p.m. for each 7 p.m. performance.

EARLS COURT

Below are the details of the field gun runs at Earls Court. The first-named team of each pair runs on the royal side of the arena.

(A denotes Fleet Air Arm, D Devonport and P Portsmouth).

July	Afternoon	Evening
11	A v D	P v A
12	D v P	A v D
13	P v A	D v P
COMPETITION STARTS		
14	D v A	A v P
16	No perf.	P v A
17	P v D	D v A
18	A v P	P v D
19	D v A	A v P
20	P v D	D v A
21	A v P	P v D
23	No perf.	D v P
24	A v D	P v A
25	D v P	A v D
26	P v A	D v P
27	A v D	P v A
28	D v P	A v D

Hello, Holbrook

A PARTY from HMS Manchester, liaison ship to the Royal Hospital School CCF, dropped in on Holbrook by helicopter to meet the cadets and learn of the school training programme.

They were greeted on the parade ground landing area by the chief naval instructor at the school (Cdr. J. R. Lamb) and also met the headmaster (Mr. M. A. B. Kirk).

In the picture the flight commander (Lieut. P. G. Muller) explains helicopter workings to some of the cadets. The rest of the visiting party comprised the Manchester's commanding officer (Cdr. S. Taylor), the pilot (Lieut. D. R. Russell), the liaison officer (Lieut. I. M. Crabtree) and — visiting his old school, where he was a member of Cornwallis House — Lieut. Cdr. T. E. O'Brien.

Picture: Russell Edwards



SAFAB CAN REACH YOU

A PLEA over providing news for families when ships were diverted — and an outline of the way this matter is handled by the Naval Personal and Family Service — has produced further words on the topic from a chief who operates from one of the Navy's major Sailors' and Families' Advice Bureaux.

Writing from the HMS Nelson SAFAB, CPO Dave Measom says, "A letter in the May edition of Navy News from a Hampshire sailor expressed his concern that when ships are diverted due to operational reasons, families are left in the dark. 'I would like to point out that the SAFAB in HMS Nelson is geared up to provide a service whereby families can be informed, and has been since 1977.

"This service has been promulgated in the past and, indeed, is well used, often in conjunction

with the Link Families set-up if the ship has arranged one.

"However, our crystal ball is not working too well and we have to rely on ships informing us of these changes, and whom they want us to inform.

"We can reach not only the officer's wife who is on the telephone, but also the junior seaman's mum who may not be. If they live in Land's End or John O'Groats we can get the message through, provided we are told about it."

Clyde Base families' day is called off

FAMILIES, particularly those in Scotland, should note that the Clyde Submarine Base families' day planned for Saturday July 7 (and mentioned in last month's Navy News) will not now take place.

Some of the worst wounds...



are the ones that don't show

It used to be called shell-shock. Now we know more. We know that there are limitations to the human mind.

Soldiers, Sailors and Airmen all risk mental breakdown from over-exposure to death and violence whilst in the service of our Country. Service... in keeping the peace in Northern Ireland no less than in making war.

We devote our efforts solely to the welfare of these men and women from all the Services. Men and women who have tried to give more than they could.

Some are only 19, a few are nearly 90 years of age.

We help them at home and in hospital. We run our own Convalescent Home and, for those who are homeless and cannot look after themselves in the community, our Hostel gives permanent accommodation. For others, a Veterans' Home where they can see out their days in peace.

These men and women have given their minds to their Country. If we are to help them, we must have funds. Do please help to repay this vast debt. It is owed by all of us.

"They've given more than they could— please give as much as you can."

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SWIM AIDS CHILDREN

MEMBERS of the Wives' Club at HMS Collingwood swam for an hour to raise money for Heathfield Special School. They were assisted in their efforts by CPOPT Ron Shipp, who swam his half mile in survival kit and lifejacket.

Together they have raised over £300 in sponsorship money by their efforts for the school.

Plymouth wives help others to cope

Here's proof!

SINCE its establishment seven years ago, the Naval Personal and Family Service has developed into a fully-fledged organisation, with the Falklands conflict seeing its theories and practices firmly put to the test.

But NPFS staff constantly look at new ways to improve not only their efficiency and usefulness but also their approachability, writes Meg Baxter from Plymouth.

As a result, the Service recently took another step in its evolution by incorporating the help of those best equipped to give it — naval wives themselves.

The experiment is taking place in Plymouth, where nine naval wives and one other have already taken a 16-week course, which all passed with flying colours. They were presented with certificates to mark their success by Commodore Richard Husk, of HMS Drake.

But their biggest test is yet to come as they actually start putting into practice all they have learned.

KEY WORD

The course was run by Stuart Williams (community social worker on the Plymouth NPFS staff) in conjunction with a national organisation called COPE. And cope is the key word, because the ten wives are natural "copers" who will be trying to help less experienced naval wives who are having difficulties in coping with home-making, child-rearing and Service life.

During their training the ten wives have made visits to Social Services' departments, children's homes and special clinics, and have studied child care, household management and

safety in the home. They have learned from each other basic skills such as knitting, crocheting, flower arranging and sewing that they will now be able to teach others.

What they aim to do is to encourage those wives who have been referred to them by Social Services to come along and join in "family groups." Here they will all mull over their problems and try to find solutions together, a kind of group therapy. After all, they do say that a problem shared is a problem halved and in Service life we have all at some time probably

experienced the same kind of problem.

That is the beauty of this experiment — that the ten wives will be doing what comes naturally to most women, helping a neighbour out of trouble. The only difference being that now she has a certificate to say she is qualified to do it!

The true essence of what COPE is all about is best summed up by a civilian group leader, who has been involved in the scheme for some time now.

"It was my intention through the family group to go back to

'the street'; to what existed in the street before the wives went out to work. I have a picture in my mind of what I'm trying to create; people helping each other who are neighbours in streets.

"People did it in the past without books or anything. People who came into the street conformed to what was in the street. They weren't all put on estates — all brand new tenants with no rules or regulations. Young mums watched how the established mums dealt with situations. They didn't have to go to 'agencies' to find out how

to deal with things.

"I think that's what family groups are. You are bringing back what existed in the street, but on neutral territory."

Could it be that NPFS is leading us back to old fashioned values and behaviour — to a time when we eradicate the "I'm all right Jack" attitude and start helping each other again and stop relying so heavily on outside agencies?

If the work of these ten wives catches on — who knows, maybe eventually even NPFS will be redundant and a thing of the past...



COPE certificates are presented by Commodore Richard Husk to the wives. From the left: Sheila Lancaster, Joy Eustice, Alyson Arnold, Maureen Byrne, Joy Warner, Jan Sims, Pam Bennett, Christine Kean, Diane Johns and Jane Taylor. Back left is senior social worker Margaret Porter.

Gib. trolley pull helps playgroup



AFTER sailors from HM ships Bickington, Alderney and Hydra had taken part in a Gibraltar Rock Race, LMEM(L) Bob McPherson (who was placed second) and nine volunteers from the Bickington were inspired to pull a theatre trolley (plus live "body") to the top for charity.

Here Bob presents the £90 raised to Mrs. Gerry Weaver, the RN Playgroup supervisor. With them are Lieut. Cdr. P. J. Hay (Base instructor officer) and some of the participants — AB(MW) Dave Burnett, AB(R) "Donna" Summers (the "body"), CK Jim Orr and LS(MW) John Merrill — with children of the playgroup.

Picture: LA(Phot) Chris North

Request time

FAMILIES will be pleased to learn that the British Forces Broadcasting Service is producing another series of music request programmes for ships at sea.

Those who would like a request played should write, naming the sender and recipient, together with the request, to: Ships Requests, BFBS London, PO Box 1234, London, W2 1LA.

The name of the ship should be given on the top left-hand corner of the envelope.

BRUSH UP ON THOSE DECORATING RULES

PEOPLE living in married quarters are allowed to decorate their homes on a self-help basis, but the scheme has a number of rules.

An official announcement explains that the scheme operates in conjunction with the Property Services Agency and aims to provide a reasonable balance between the freedom of occupants to decorate married quarters to their own taste, while

avoiding unnecessary expenditure on houses already maintained to generally-accepted standards.

Married quarters are normally redecorated by the PSA at intervals of not more than four years (three years for kitchens and bathrooms), says the announcement.

Self-help redecoration is regarded as a supplement to this routine and not as a substitute for it. Detailed means of implementing the procedures

within the guidelines have been advised to commands and should be available locally.

Those wishing to undertake self-help redecoration should obtain prior approval from the local Service housing management. Paint in a wide range of colours will be supplied free by the PSA, but brushes and other materials and equipment have to be provided by the occupant.

The scheme does not include wallpapering or exterior decoration.

WELSH WALKS

NAVAL personnel and families are invited to take part in the non-competitive Welsh International Four Days Walks at Llanwrtyd Wells in September.

In the spirit of the famous Nijmegen Marches, the Welsh Walks offer a variety of courses in beautiful countryside for teams or individuals. Details from the Secretary, Welsh International Four Days Walks, Llanwrtyd Wells, Powys, Wales (tel. 059-13-517).

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RN Chipmunk in race bids

CHIPMUNK Navy 78 has a practice run over the old Schneider Trophy course. Piloting it is Lieut. Norman Lees who, with Chief Aircrewman Graham Watson, is anticipating an interesting flying season as Royal Navy crew for the British air racing championships of 1984.

They are flying the Chipmunk in eight races at a variety of venues throughout England and Wales.

One is being held over the old Schneider Trophy course round the Solent. From 1913 seaplanes from throughout the world battled for the coveted trophy until it was retained by Britain in 1931.

Sea-planes may have now virtually disappeared, but the Royal Aero Club has resurrected the race for land-based aircraft — and late in June the winner is due to receive a replica of the trophy.

KING'S CUP

Later in the season comes the King's Cup Air Race at RAF St Athan, South Wales.

Lieut. Lees is a helicopter pilot with 772 SAR detachment at Lee and is also a gliding instructor. Chief Aircrewman Watson joins the SAR flight from the "dunker" in HMS Vernon in June.

Welcome, Waveney

HMS WAVENEY, first of the Royal Naval Reserve's new River class mine-sweepers, was handed over to the Royal Navy on May 2 at the Lowestoft yard of Richards (Shipbuilders) Ltd.

As the White Ensign replaced the Red, Mr. Joe Bell, managing director of Richards, handed the ship over to Commodore Andrew Buchanan, Commodore Naval Ship Acceptance.

An all-RN ship's company commanded by Lieut.-Cdr. John Wiseman RN will carry out the shakedown trials before handing HMS Waveney to the RNR.

EXCLUSIVE

The Rivers are the first class of ship to be designed exclusively for RNR use and they will replace the Ton-class ships.

The Waveney displaces 900 tons and has a length and beam of 156ft. and 34ft. respectively. With a complement of 30, she is powered by two Ruston diesel engines to give a top speed of about 16 knots.

Among those pictured on board the ship during the ceremony were Mr. Bell, Commodore Buchanan, Lieut.-Cdr. Wiseman and Mr. A. E. Sharp, Assistant Director Technical Services (Warships).



Picture LA(Phot) Clive Dear, CINCFLEET Photographic Section.

'BATTLESHIP' ACTIVE

HMS ACTIVE had a lot to live up to when she transited the Panama Canal during her five-month deployment to the United States and the Caribbean.

The ship's rugby team, due to play at the Pacific end of the canal, had been billed as coming from "the British battleship Active," and this flattering exaggeration was compounded by the Panama Canal Authority, who referred to the Active throughout as "that battleship."

After leaving Portland, the Active made her first call at San Juan, capital of Puerto Rico, where her ship's company were warmly entertained by the British Commonwealth Society.

Exercises

En route to the Panama Canal the ship exercised with the Puerto Rican Air National Guard (PRANG), whose Corsair aircraft proved somewhat faster and more able adversaries than the Hunters and Canberras left behind at Portland a fortnight earlier.

The canal transit was meant to be a priority passage, taking at most 12 hours. In the event it took nearly 20 hours, and was achieved at an average speed of two knots.

After refuelling at the US Naval Base at Rodman, the Active sailed for Acapulco, enjoying on the way a flat calm in which whales, dolphins and flying fish were much in evidence around the ship.

Charity activities, including a garden fete on the flight deck, raised £160 for charity.

Four days were spent in the famous resort, which lived up to expectations. Some of the ship's company watched the famous high divers of La Quebrada

while others spent their time on the beautiful beaches. About 1,000 Mexicans visited the ship, and a party of 25 orphans was held on board.

Next on the ship's agenda was a pre-arranged rendezvous with the P & O liner Pacific Princess, whose captain, Commodore M. V. N. Bradford RNR, was keen to show off the Royal Navy to his passengers.

The Active gave a display which included a replenishing approach and some fast manoeuvring before sailing off to San Diego for a programme of exercises with the United States Navy.

Fox on target

HMS FOX, the coastal survey vessel, did exceptionally well in the Plymouth and Scotland areas Skill at Arms meeting in HMS Raleigh. The Fox, by far the smallest ship in the competition, finished second overall.

AB(SR) Chris Hodge won the tyro class and LWTR Stuart Thomas was a close second in the A category for over-25s. PO(SR) Stuart Elliott was third in the Pool Bull, which was an open event, while MEM(M) Paul Turnbull also achieved a high score.

All four men have now been selected to shoot at Bisley.

Newcastle's new trophy

HMS Newcastle has a new trophy — a silver napkin ring from the Second World War cruiser of the same name.

Mr. John Wardle (73), a member of the Eastbourne Royal Naval Old Comrades' Club, found the ring in a second-hand shop in the town.

When he read about the Newcastle returning to Portsmouth from patrol off the Falkland Islands he sent his find to the destroyer's wardroom president.

Lieut.-Cdr. Bruce Trentham, the ship's executive officer, invited Mr. Wardle and his wife Kay, a Second World War Wren, to lunch on board and tour the ship, which is in dockyard hands having new equipment fitted.

Top communicators

STOCKTON Communications Training Centre won the Duffy Trophy for 1984 in competition with seven other Royal Naval Reserve teams from Leeds, Manchester, Nottingham, Sheffield and Preston CTCs, and Mersey and Tyne Divisions.

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CHATTY CILLA

CILLA BLACK dropped into RN air station Culdrose with a London Weekend Television crew to film for her show "Surprise, Surprise" ... but it was really no surprise when the friendly star found time to chat with members of 771 Squadron, including POACM Wally Wallace (left) and POACMN Scouse Slater. The film was due to be shown this month.

Picture: LA(Phot) John Hickin



Above — Sunshine and laughter with Group Seven ... helpers WEM Chris Dooley, of HMS Collingwood, and Joan Cornes enjoy a chat with Aysa Evans and Philip Thompson near the Basilica.

Right — The spectacle of the Blessed Sacrament Procession at Lourdes — one of two processions daily for the handicapped. Somewhere among this impressively vast gathering are the members of the Royal Navy group.



MIRACLE OF LOURDES

SINCE 1980, the Royal Navy group of the Handicapped Children's Pilgrimage Trust (HCPT) has witnessed a miracle.

They have succeeded, thanks to contributions from HM ships and shore bases, and individual and team efforts, in raising money for up to 12 handicapped children of naval families, and from homes adopted by the Navy, to have the holiday of a lifetime in Lourdes, in the south of France.

But the miracle does not end there. Every year, volunteer helpers give up their Easter leave to care for the children during this special week. The

volunteers meet their own expenses of up to £150.

On Easter Monday, 12 happy and excited children (eight of them from naval families) accompanied by Father Ron Brown, RC chaplain HMS Raleigh, a team of naval nurses from RNH Stonehouse, and RN and WRNS officers and ratings, set off for Lourdes on the annual pilgrimage organised by the HCPT.

For the group's leaders, Father Jim Allen, RC chaplain HMS Collingwood, and CMEM(M) Andy McDonald, of HMS Defiance, the group's founder member, it was one of their most successful pilgrimages.

It was exciting for Mark Hayden, aged 14, whose father, CPO Bill Hayden, serves at HMS Cambridge. His visit to Lourdes was made possible by the Senior Rates' Mess of HMS Drake, who sponsored him.

A 24-hour disco, organised by the junior rates of The Drake Club, helped Roy Pasloe (10) from their adopted home of St Blazey, Cornwall, to share this special holiday with Mark and the other children.

The RN group joined 5,000 other handicapped children who travelled to Lourdes on three special HCPT trains. Those unable to make the overland journey flew to Lourdes in a

distinctive red, white and blue Boeing 747.

The children soon settled in to enjoy the week's activities, which included treats ranging from donkey rides to outings to Gavarnie, high in the Pyrenees.

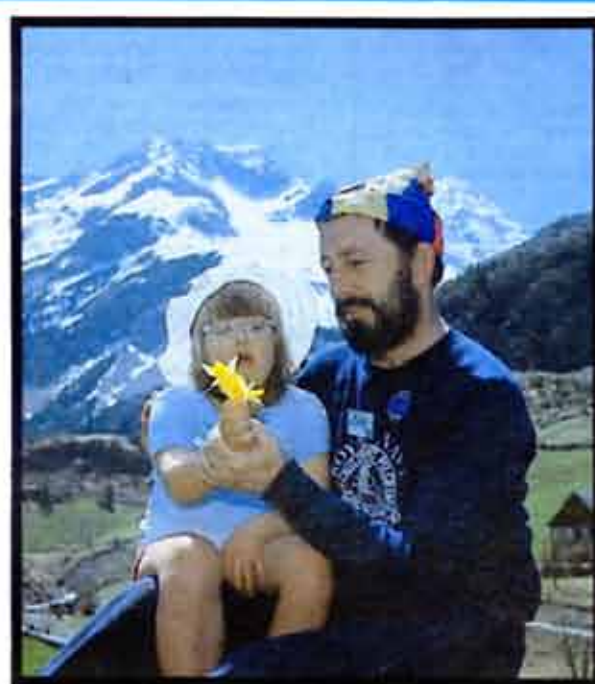
Hotels and guest houses extended a great welcome to the young pilgrims, providing every facility, including special diets and menus. Throughout their stay, the children had the benefit of day and night medical care.

If the job of helper is demanding, it is also very rewarding. The caring and sharing is very much a two-way effort, friendships being established which do not end when the children return home.

Anyone serving in the RN, RM, WRNS or QARNNS can volunteer to be a helper. And anyone can apply to have their handicapped child (8 to 18 years) share this special holiday.

The more money raised in sponsorship, the more children will have the opportunity to discover a holiday centre where they feel completely at home.

For details of the RN(HCPT) group contact the Royal Navy Chaplain's Office, HMS Raleigh, Torpoint, Cornwall (tel. HMS Raleigh ext. 259).



Springtime in the Pyrenees ... and a posy of bright daffodils for little Kim Vivian, whose father is a serving CPO. With her is FCPO Pete Reilly, of HMS Collingwood.

Pictures: LA(Phot) Geoff Holland.

Go tell it on the mountain . . .



Royal Navy group members and helpers on a picnic day at Gavarnie. Among them is Father Ron Brown, RC Chaplain at HMS Raleigh and soon to become Principal RC Chaplain of the Navy, who celebrated Mass amid the scenic beauty of this idyllic spot in the Pyrenees.

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EW instructions amended

A CHANGE in the management of electronic warfare in the Royal Navy has resulted in an announcement amending instructions originally promulgated in 1979.

According to the statement, "The present structure of the Operations Branch gives a satisfactory basis for the conduct of electronic warfare at rating level.

"Furthermore, the introduction of the Special Duties (EW) provides a number of junior officers with deep specialist knowledge.

"However, the present division of responsibility for EW between the Assistant Warfare Officer/Principal Warfare Officer (A) and the AWO/PWO(C) has resulted in neither officer developing the necessary experience or deep expertise in all aspects of EW to use at staff level.

The statement goes on to explain that to achieve a central core of expertise among warfare officers, the PWO(C) will be given further EW training and henceforth be the officer who has the prime responsibility for EW.

This responsibility will extend through middle seniority staff appointments to higher management levels.

Within MoD the Chief Naval Signals Officer is now formally recognised as the professional head of EW in the Royal Navy, and will provide a focal point for EW matters, as he currently does for Communications.

Captain SMOPS remains the titular head of the EW Sub-branch, as he is for all sub-branches of the Operations Branch. The EW section at SMOPS, HMS Dryad, remains part of the "A" Faculty.

The present responsibilities that Director of Naval Warfare has for EW among all aspects of current warfare will remain unchanged, and the present close liaison will be maintained with CNSO.

"The intention of this change," says the statement, "is to provide a sound management structure for EW and to provide the expertise which is crucial to meeting the escalating challenges in this field of warfare.

"It is however acknowledged that EW pervades the various warfare disciplines and it will be essential for all warfare officers to maintain a thorough knowledge of the tactical application of EW."

Training in EW officers' career courses has been increased with the introduction of the streamlined PWO course and an additional five-week module for the PWO(C). The present EW Module will be increased to include advanced radar band and intelligence-related EW training and be known as the "EW Adqual."

Depending on his first appointment as a PWO(C), an officer will undertake the EW Adqual either immediately after his PWO course or after his first PWO sea appointment.

This adqual is primarily for the PWO(C) but will be open to non-PWO(C) streamered officers in order to increase the number of specialists in the EW field and fill those billets involving EW responsibilities for which PWO(C) or SD(EW) officers are not available.

DCI (RN) 155 / 84



"I bet it doesn't stand for 'Extra Wages'!"

LEARN A LINGO
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DCI J 162/84



"How about joining the Gurkhas on English?"

☆ Language school

IN JANUARY next year a new Defence School of Languages will come into operation at the RAEC Centre, Beaconsfield, teaching Arabic, German, Russian, and (for Gurkhas and foreign students) English. Courses in other languages may be approved when appropriate.

In the case of the Royal Navy, inquiries should be addressed to the Directorate of Naval Education and Training Support.

DCI (RN) J 162/84

GET WISE ON DCIs

Block on branch transfers

TRANSFER between branches will be subject to limitations, following the annual review of manpower and future requirements. Details are:

Obsolescent branches — Transfer into OPS(UW) (SM), NAM(O), WREN TSA, and WREN Educ has ceased.

Overborne branches — Transfer into the following branches will not be allowed for at least a year: Medical assistant, caterer, cook, aircraft handler, air engineering mechanic; and in the WRNS, cook, stores accountant, air

engineering mechanic, photographer, meteorologist, dental surgery assistant, and enrolled nurse (general).

Sideways entry branches — The following are overborne and no entries will be accepted before March 31, 1985: Physical trainer, photographer, quarters assistant. The following are over-subscribed and only outstanding candidates will be considered: Regulating,



seaman.

Underborne branches — Approval to transfer out of the following categories, except into sideways entry branches, will only be allowed in exceptional circumstances: Operations (diver), operations (electronic warfare), operations (radar), weapon engineering mechanic, and writer. WRNS: Writer (G). DCI (RN) 166/84

☆ New gloves and hoods

AS FORESHADOWED last year, durably-proofed anti-flash gloves and hoods will shortly be coming into general issue in the Royal Navy, replacing current patterns on a wastage basis. The gloves and hoods are given a flame-resistant treatment during manufacture. This treatment will not wash out during the life of the garments and will remain effective provided they are kept clean and are properly laundered.

DCI (RN) 160 / 84
NEW-PATTERN flight deck helmets incorporating impact and bump protection are now available. They are intended for wear by Fleet Air Arm Engineering (AE) and Aircraft Handler (AH) personnel in aircraft employment serving in ships and units which regularly operate naval aircraft.

Issues are to be on personal loan.

DCI (RN) 189/84

Safer rig is issued

BLUE working shirts and trousers in flame-resistant all-cotton material are being introduced for male officers and ratings in place of existing patterns in polyester / cotton.

Both in action and in the event of accidental fires, the new garments give greater protection against heat, flash, and flame than is afforded by the present patterns.

However, like all cotton garments, they will require more care and effort to wash and iron, with some shrinkage. Correct washing is essential in order to retain the flame-resistant properties.

The new garments have been redesigned to incorporate a number of improvements.

Polyester/cotton shirts and trousers are no longer to be worn afloat, but may continue to be worn ashore in conditions where flame-resistant properties are not essential.

Because of the free issue of new garments, Kit Upkeep Allowance will be abated over a 16-month period from June 1984 to September 1985 by about £1.50 per month.

DCI (RN) 185/84

☆ Sign of times

AS a result of experience gained in the Falklands war, new instructions have been issued on safety signs and colours in HM ships and establishments, especially in relation to luminous signs.

DCI (RN) 158 / 84

GRANT INCREASED

AN INCREASE from £1,800 to £1,900 in the maximum grant has been agreed by the Trustees of the Royal Navy and Royal Marines Dependents' Fund to take effect from August 1, 1984.

The annual report for the year ended July 31, 1983 (just issued) states that in the period under review 4,500 new subscribers joined the fund, and 3,800 left on release from the Service.

This gave a total membership of 58,151, representing 95 per cent of all eligible personnel. Fifty-one deaths were

reported to the fund during the year, all but two of them being members. Road traffic accidents (23) and natural causes (18) were the major causes of reported deaths.

In the case of the officers' fund for the same period, 680 new subscribers joined and 726 left on retirement from the Service, leaving a membership of 8,443 (85 per cent of eligible personnel).

Eleven deaths were reported, all but one being a member.

The amount of the maximum grant has also been increased in line with the ratings' fund.

(Announcement dated April 13, 1984)

Aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

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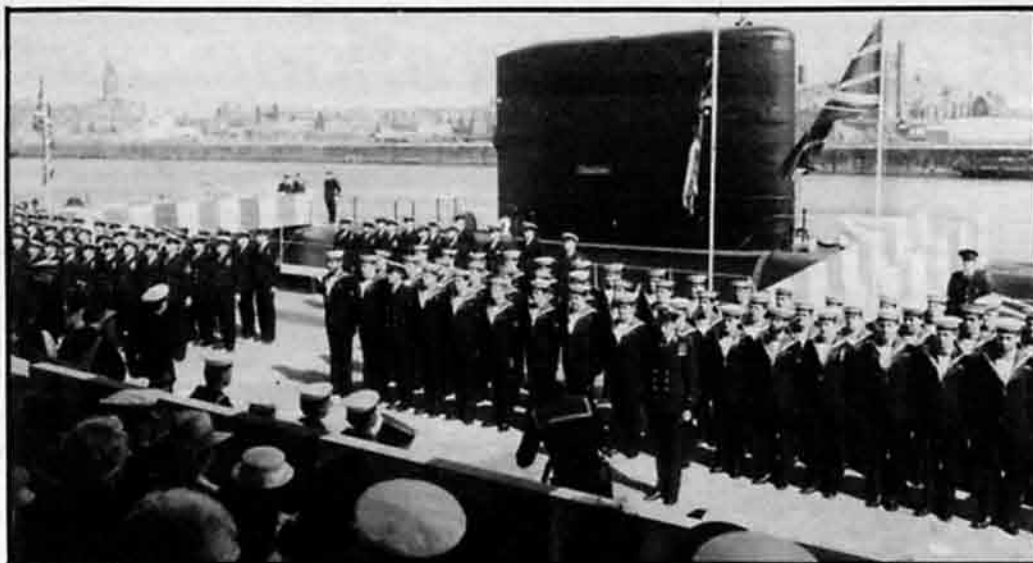


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Turbulent signs on

HMS TURBULENT, second of the Navy's new class of nuclear-powered Fleet submarines, commissioned at the Barrow-in-Furness yard of Vickers Shipbuilding and Engineering on April 28.

The Turbulent has carried out an extensive programme of trials off the West Coast of Scotland in recent months. Third submarine of the class, HMS Tireless, was launched last month and a further two boats are on order.

The new Turbulent is the fifth ship to bear the name. Vice-Admiral Sir Anthony Troup, executive officer of the Second World War submarine Turbulent, attended the commissioning. Principal guest was Lady Cassidi, wife of the C-in-C Naval Home Command, Admiral Sir Desmond Cassidi. Lady Cassidi launched the Turbulent in 1982.

Other guests included Rear-Admiral Sir John Woodward, Flag Officer Submarines, and the mayors of Warrington and Barrow-in-Furness. The submarine is affiliated to Warrington.

A commissioning cake was cut by Mrs. Wendy Lightoller, wife of the commanding officer, Cdr. Tim Lightoller, and the youngest member of the crew, MEM John Ardron.

Members of HMS Turbulent's wardroom were entertained by the board of Rolls-Royce and Associates in Derby on March 22 to mark the part played by the company in the design and procurement of the submarine's nuclear power plant.

Cdr. A. T. Lightoller, the commanding officer, was presented with the Rolls-Royce "Spirit of Ecstasy" figure and an engraved silver tray.

PLASTIC HULL SAVED LEDBURY

THREE SAILORS have received commendations for bravery during separate incidents which could have resulted in the loss of a ship and of life.

MEM David Lavelle and MEM Alistair Craigie were presented with Commander-in-Chief's commendations for their part in locating, attacking and finally extinguishing a serious engine room fire in HMS Ledbury last September.

And a commendation from the Commander British Forces Falkland Islands has been presented to LPT Vic Parsons for his actions when an assault craft capsized during an adventurous training expedition.

HMS Ledbury, in company with other ships of the Standing Naval Force Channel, was riding out a force eight gale 12 miles off Zeebrugge when the fire broke out.

FIVE HOURS

MEMs Lavelle and Craigie fought the fire for nearly five hours, going back time after time into the smoke-filled compartment to direct their hoses onto the ship's smouldering glass reinforced plastic hull.

The operation took so long because the plastic had to be cooled to a point at which it would not re-ignite. To keep men on the hoses in the engine room required a major effort to supply air for the fire-fighters' breathing apparatus.

Other ships of the squadron flew cylinders in by helicopter, and the Ledbury even utilised her divers' bottles. As the ship had to drop anchor to fight the fire, all this was accomplished as she pitched in the storm.

MAJOR FIRE

It was the Navy's first experience of a major fire in a GRP ship and many lessons were learned. It is thought the ship would have been a total loss if she had been of wood or metal construction.

The fire was caused by a design fault in an engine exhaust system which is to be corrected in all the Hunt-class mine hunter-sweepers. The Ledbury has been repaired by Vosper Thornycroft in Portsmouth and is expected to rejoin the Fleet next month.

LPT Parsons was leading a party from the Joint Service Adventurous Training Centre,



MEM Craigie



MEM Lavelle



LPT Parsons

Hill Cove, West Falklands, when things went wrong.

His party were on their way to an island in Hill Cove when their assault craft rapidly filled with water and capsized. LPT Parsons immediately took charge in the choppy sea, gave his lifejacket to a weak swimmer who was having difficulty with his own lifejacket, and sent off the stronger swimmers the 160 yards to shore.

Realising that the upturned boat was moving no nearer to the shore, he set off with the three weaker swimmers, helping them physically and by encouragement to safety. There he gave instructions for treatment on hypothermia and shock, before hurrying to the nearest settlement to prevent the local boatman, who had answered the call for assistance, from putting himself in danger.

LPT Parsons is now serving in HMS Excellent.



One of the first of the Armed Services Youth Training Scheme entries to find his way to sea, 16-year-old JS Harry Harrison receives instruction from HMS Alderney's gunnery officer, Sub-Lieut. A. M. Goodall, during a live-firing exercise off the Scillies. ABs Pony Moore and Doc Finlay look on. Picture: Lieut. R. M. Hale, HMS Alderney.

Fish ships take sunshine break

AFTER three weeks on fishery protection duties in the English Channel, HMS Bickington, in company with HMS Alderney, sailed to Gibraltar for maintenance.

At the Rock there was a lively social and sports programme, with several soccer games against HMS Rooke and between the two ships. A volleyball match versus Rooke Ladies proved particularly popular.

Some members of the ships' companies took the opportunity to fly wives or girl friends out for a holiday in the sun.

There was a Top of the Rock race led by the respective commanding officers — Lieut.-Cdr. P. F. Southon (Alderney) and Lieut.-Cdr. P. Astle (Bickington). Altogether about 45 took part, including some from HMS Hydra.

In sailing from Gibraltar to resume fisheries patrol around the UK, the Bickington covered 1,036 miles in 72¼ hours, an average speed of 14¼ knots, and wonders if this is a record for a 30-year-old Ton-class sweeper.

After several weeks on patrol both ships were returning to Rosyth, the Bickington for her final refit.

Ivy's back



Sir Alec Rose pauses in front of LMEM(M) Williams while inspecting the ship's company of HMS Iveston during her rededication in HMS Vernon on April 6. Also pictured are LWEM(R) Pearson (left) and AB(MW) Harper.

The Iveston has rejoined MCM2 after a major refit at Rosyth to extend her life into the Nineties. She is the first of a number of Ton-class MCM vessels selected for this treatment.

Trident design agreed

DESIGN of the UK Trident submarines has now been decided, so has basic configuration of the D5 missile and of the strategic weapon system.

Although bigger than the Resolution class, the Tridents will follow the same pattern of a centrally-situated missile compartment based on a US design — in this case a scaled-down version of the Ohio class — between British-designed and equipped forward and after sections.

The former will house a new tactical weapon system while the latter will accommodate a new nuclear propulsion plant, according to the Defence White Paper.

MAJOR ITEMS

Initial long-lead orders for steel and some other major items have been placed, and a start made on modernising construction facilities at Vickers, Barrow.

It is hoped to order the first of the four submarines by the end of next year.

Estimated cost of the Trident programme is about £8.7 billion, of which about 55 per cent will be spent in the UK.

More White Paper details — page 16.

POP STAR DROPS IN

POP star Gary Numan opened the Fleet Air Arm Museum's "Aero Jumble" sale after piloting his own aircraft to Yeovilton.

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Defence White Paper spells out value-for-money aim

MAXIMUM value for money, redistribution of resources from overheads to the front line and a new tighter management structure in MOD... these expressions featured prominently when the 1984 Defence White Paper was presented in May.

Outlined was a defence budget of £17 billion — next year it will rise to £18 billion, a real increase of nearly 20 per cent from 1978-79 leaving aside Falklands expenditure.

"But the resources which we can afford to devote to defence are finite," said Defence Secretary Mr. Michael Heseltine. "My task is to secure the maximum value for money for the sums we spend. I intend to get the greatest possible output of front-line capacity from the inputs of money, manpower and equipment."

Proposals already announced for the reorganisation of MOD, and now being worked through, constituted "the greatest single overhaul of

machinery for developing and co-ordinating defence policy for two decades."

In this, what is known as MINIS (Management Information System for Ministers and top management) was the essential starting point, he said.

This system, said the White Paper, enabled top management to familiarise themselves with, and scrutinise the activities, costs and efficiency of all aspects of the department.

High quality

"The Ministry is far from inefficient — as the mounting and support of the Falklands operation showed — and the quality of military and civilian staff is very high. But it is clear that the organisation must be changed to cut overheads, improve accountability and encourage delegation and the more efficient use of resources."

The White Paper goes on to outline the plans to create a combined Defence Staff (already reported in Navy News).

Later, dealing with specific points, it mentions that all Service musician training is to be concentrated at a single location.

A study is being made into the Defence Medical Services to determine the most efficient and economical arrangement for headquarters organisation and administration and the most cost-effective use of the medical resources available to the department, including the National Health Service and the private sector.

The dockyards would continue to play a vital role in warship refit activity but the plan to offer two vessels for refit by contract following competitive tender, would "open up the market, help us gauge its likely size and capabilities and enable us to compare the performance of the commercial yards during the refits with similar refits being undertaken in the dockyards."

In the Royal Navy the cost-effectiveness of contracting out six sample support activities,

currently done "in house," would be tested. Successful experience in putting a helicopter refitting task to competitive tender had encouraged the Navy to put much more of this work out to tender and to explore other possibilities of the same kind.

"Generally, we shall seek to apply the principle that the only work carried out within our own defence support organisation should be that which is essential for clearly-proven operational reasons or where there is financial advantage for the taxpayer."

"The department is thus seeking to improve competition in a number of ways; through privatisation, contracting-out, hiring-off or partnership with private enterprise."

"For operations that remain within the public sector we are seeking greater involvement of commercial expertise through consultancies, through developing potential for commercial exploitation, and through exchanges with and secondments to industry and commerce."

SHORE MEN FOR STAY-ON SHIPS

UP TO EIGHT ships due to go to the Standby Squadron from 1986 onwards are now to remain with the operational Fleet. In addition, two Rothesay-class frigates due to be withdrawn next year will remain in the Fleet.

The manpower needed will be found through "a further drive for efficiency in establishments ashore," it was stated when the new Defence White Paper was presented in May.

This year there will be about 55 front-line destroyers and frigates in service, with no ships in the Standby Squadron. In the longer term the aim will continue to be a force level of 50 destroyers and frigates, but all of them front-line and none in the Standby Squadron.

By the early 1990s total naval manpower numbers are planned to be some 11,000 lower than in 1981 before the Defence Review.

Saying that within individual Services the shift from the support areas to the front-line is gathering pace, the White Paper adds: "The Royal Navy is drawing on skills and experience within the Fleet to reduce the shore training load; this and a vigorous drive to secure economy in all forms of shore support will reduce the numbers of men employed ashore by 25 per cent. between 1981 and 1988."

Closures

"Three shore establishments will have closed by the end of 1985 and others will close later. The search for greater efficiency will continue in the longer term; in the five years after 1988 a further fall of 15 per cent. in shore-based numbers is expected."

These economies will contribute directly to our defence preparedness, says the White Paper. The decision on the eight ships would enhance the numbers of destroyers and frigates which would be available at short notice for NATO or

New efficiency drive ashore

national commitments by up to 20 per cent., compared with previous plans.

There are now 37 warships on order for the Royal Navy.

On weapons, the White Paper says that Joint Service evaluation trials of Sea Eagle, the air-launched sea-skimming anti-ship missile, will take place this year, with introduction into service scheduled for next year.

Sonar equipment for both surface ships and submarines is being improved, and modern long-range radars are being fitted in all Type 42 destroyers and on carriers.

Electronic countermeasures equipment is also being improved and more widely fitted throughout the Navy; new and versatile decoy systems to mislead attacking missiles are under development, to enter service later in the decade.

There are now 12 nuclear-powered Hunter killer submarines in the Fleet, with four



Tower of strength

FIRST of the new class of conventional diesel-electric submarines, the Type 2400, has now been ordered, the Defence White Paper said. Meanwhile, the Navy's present Patrol submarines continue to have an important role. Here the Oberon-class HMS Orlia, taking a break for a five-day visit to London, passes Traitor's Gate as she arrives in the Pool of London.

Picture: CPO(Phot) Roger Smart

Keeping 'em out

AMONG the wide variety of weaponry for the Royal Navy mentioned in the White Paper is the Dutch close-in rapid-fire gunnery system Goalkeeper, pictured here. As reported last month, Goalkeeper has been selected for the Type 22 Batch 3 frigates and for the first two Type 23s.



'DESIGN AND BUILD' MOVE

A MOVE towards what is termed design-and-build contracts for larger, as well as smaller, RN ships is envisaged in the Defence White Paper.

Explaining that design of major RN ships and submarines is undertaken jointly by MOD and industry, the White Paper says it has been the practice for some time to order smaller vessels on design-and-build contracts, on the basis of competitive tenders. "We are now seeking to extend this practice to larger ships."

Says the White Paper, "In contrast with other items of military equipment, the cost of a major warship rules out the use of prototypes in the design and development process."

Detail

"Design work therefore has to be carried out in considerable detail before the order is placed for the first-of-class ship. This will itself in a sense be a prototype, but one which must be guaranteed to function effectively."

● An analysis of the costs of a Type 22 frigate gives the following "breakdown" by function: Floating, 17 per cent; moving, 20 per cent; operating and fighting, 63 per cent.

Ark Royal

The last three Type 42 destroyers are approaching completion and are all due to be accepted into service in 1985.

The third aircraft carrier, HMS Ark Royal, will be accepted into service next year and it was intended to continue the policy that two carriers should be operational at any one time, with the third in refit or on stand by.

Steps had been taken to provide interim organic helicopter-borne AEW, and they were working on a longer-term solution based on a development of this system, which would allow them to deploy a flight of AEW helicopters in each of the two operational carriers.

POINTS

THE first four vessels of the new River class of Fleet minesweepers for the Royal Naval Reserve should be accepted into service by the end of the year. Orders have been placed for a further eight.

Fishery Protection Squadron to ensure that fishing equipment and catches comply with fisheries legislation.

RN Clearance Diving teams disposed of a total of over 52,900 explosive items during 1983.

RN and RAF aircraft were called out 1,295 times on search and rescue work in 1983, and 968 people were rescued.

IT is planned to order this year a new coastal survey vessel, primarily for work on the programme of surveys for civil shipping.

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PEOPLE *in the* NEWS

Youngest of the breed, Part Two

HMS PHOEBE'S claim that 26-year-old PHILIP SHEPHERD is the youngest CPO(OPS)(M) afloat has been holed by a broadside from HMS Avenger.

Not so, says the Avenger, who put forward 25-year-old CPO(OPS) (M) Richard Gough as the youngest of the breed.

Richard picked up his buttons on March 4, 1984, after only eight years and seven months in the Navy.

"Not only is he the youngest," writes the ship, "but he is also probably the first CPO(OPS)(M), having joined as a junior seaman operations and started training as a missileman in 1975."

So there you have it, unless you know better...

Old man of the sea!

From the young and bold to the old and bold. LWEM Mick Ballingall said farewell to Devonport on May 18 after 34 years with the Royal Navy. Mick, who was referred to as "Naiad's old man of the sea" on his last ship, is off to sunny California to start a new life with Professor Phyllis Kaplan, whom he married in February.

Their long-distance relationship began in 1979 when Mick's ship HMS Eskimo, called at Rio de Janeiro. Phyllis was there researching for post-doctorate studies.

It was 18 months before the Eskimo returned to the eastern side of the Atlantic and the two could see each other again. Phyllis flew to meet the ship at Puerto Rico and, to the commanding officer's amazement, was on the jetty to meet the



Richard Gough

Eskimo every time she put in on the eastern seaboard of the United States.

Phyllis is now a professor at the State University of California, and Mick is hoping to work as an electrician when he joins her in San Francisco.

Salute to Sid

There was a surprise in store for CPO Sid Blain when he arrived at Britannia Royal Naval College, Dartmouth, for his last Divisions after 31 years in the Royal Navy.

The Captain, Commander and parade ground staff had arranged for him to take the salute. His wife, Sylvia, had arrived secretly to watch, as had a group of Sea Cadets from TS Torquay, of which Sid was once first lieutenant.

Window on the Medics

To mark the centenary of the RN Sick Berth Branch, Lieut.-Cdr. (MS) Ian Latimer has created a stained glass window which he presented to the Senior Rates' Mess, RN Hospital Haslar, on April 17.

The window depicts a Medical Branch rating supporting a wounded sailor in the palm of a huge hand rising from the sea. It was designed by Mr. Eric Middleton of Haslar's Medical Graphics Department.

Lieut.-Cdr. Latimer took a week-end course in glass-cutting at Oxford a year ago. He retired from the Royal Navy on April 17 after 33 years' service.

Meg's Admirals say goodbye

Mrs. Meg Darby, Personal Assistant to Flag Officer Scotland and Northern Ireland, and husband Tim were invited to lunch by her boss, Vice-Admiral Nick Hunt, to mark her retirement.



CPO Sid Blain takes the salute, watched by Mrs. Sylvia Blain and Cdr. Chris Esplin-Jones (right), Commander of BRNC Dartmouth.

Picture: Charles Risk

Meg has been Personal Assistant to nine FOSNIs since 1966, and to her great surprise seven of them were waiting for her at the farewell lunch in Admiralty House.

They presented Meg with an antique gold pendant watch engraved with the words: "Meg — from her Admirals."

The admirals present were Admiral Sir John Hayes, Vice-Admirals Sir Anthony Troup, Sir Cameron Rusby, Sir Tom Baird, Tubby Squires and Nick Hunt, and Rear-Admiral David Dunbar - Nasmith.

Rescuers' reward

MEM Miles Hedley of HMS Manchester swam 400 yards out to sea to assist a man swept off Weymouth beach on an inflated tube. For his part in the rescue last September, Miles has been awarded a Royal Humane Society Testimonial.

It was presented to him by Rear-Admiral H. L. O. Thompson, Director General Marine Engineering. Miles hopes to become a ship's diver in the near future.



Mick Ballingall ... Naiad's old man of the sea.

Ready for take off...



Sub-Lieut. Howard Brown takes off on a 6ft. unicycle to celebrate the award of his wings. He graduated from RAF Valley, Holyhead, on April 18, after completing Advanced Flying Training at the end of 18 months with the Royal Air Force.

Howard will now train on Sea Harriers. His unicycle was particularly appropriate, because he was the only student on course "100."



Miles Hedley

Another very Ancient Mariner

More from the Ancient Mariners department: Following our stories about three ex-Navy centenarians, we hear that former CPO William Jury has celebrated his 103rd birthday at Alton General Hospital, where he is not only the oldest, but also one of the liveliest of patients.

"Skipper" Jury, as he is known to his 20 grandchildren and 32 great grandchildren, joined the Royal Navy in 1896, was a torpedo instructor on the Channel patrols in the First World War, and fought in the Dardanelles campaign.

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Smiles

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NEWSVIEW

Tribute to a unique achievement

NO APOLOGY is needed for the space devoted in this edition to events taking place this month to mark the fortieth anniversary of D-Day and to stories and pictures recalling the part played by ships and men of the Royal Navy and Royal Marines in the enormous enterprise of 1944.

Most people in today's Navy were not then born. Even so they, as well as many readers who were directly concerned in D-Day, will pause to contemplate the significance of that great occasion.

D-Day undoubtedly represents one of the great turning points of history. Had it failed, with incalculable results, who can tell where Britain and all its citizens would stand today.

Those present at D-Day or closely involved will have their abiding personal memories. So will those who lost loved ones, either at the landings or in the campaign which followed.

The Navy's magnificent contribution has long since passed into the annals of the Service, and now the prayer is that there will never be the need to perform deeds in such an awe-inspiring operation again.

Today's Navy, sadly experienced in a more recent campaign, will this month remember those events of 40 years ago. They will join in the tributes to those in all the Services who bridged the Channel in unique fashion to restore to Western Europe a freedom which it is still a Service duty to guard jealously today.

Men for ships

WHILE the D-Day anniversary is properly attracting much attention, a current talking point in the Fleet will be the Defence White Paper announcement that up to eight ships due to go to the Standby Squadron will be staying front-line, while two more frigates planned to be withdrawn will now be staying on.

Implicit in this is extra sea time, something viewed from different standpoints by men of different age, marital status, rank, rate and trade. But more front-line hulls in the water than anticipated can only be good in principle — always assuming that the manning demands created in an already tight manpower situation ashore do not prove too formidable.

30 years on: The way we were ...

THIRTY years ago this month the first Navy News hit the messdecks — or, to be more precise, the first 12-page Portsmouth Navy News. (Part of its front page is reproduced here.)

Since then it has grown in size and scope, in design and distribution. Yet while style and presentation have changed, it retains much of the approach and kind of material which characterised its early days.

Taking a glance at that very first issue, this article may stir a few memories, especially for those who were then serving — some of whom, of course, continue to serve today.

IN A MESSAGE welcoming the first Portsmouth Navy News in June 1954 the Commander-in-Chief Portsmouth Command (Admiral Sir John Edelsten) said, "I am quite confident that this project is about to fill a long-felt want and will provide a means of producing a lot of news interest for the sailor, the Royal Marine, officer and man, pensioner or retired, and for the families and friends of all of them."

"The newspaper sets out with the avowed object not to make record sales, not to make capital or put over propaganda, but with the simple approach which recognises that we all in the Navy depend upon each other and in that spirit to give the best value and benefit to the largest number of readers."

The first front page was dominated with a story headlined "HMS Albion — new carrier joins the Fleet." Accompanying was a picture of the carrier on full-power trial, while the other page one picture showed some very modest Windmill girls being taken for a ride (on their equipment) by Portsmouth's field gun crew.

From the start, topics and places which are still regularly covered were featured. There was, for instance, a write-up and picture of the Portsmouth Royal Sailors' Home Club. And a major column about drafting, though not yet entitled "Drafty's Corner," appeared right from the start.

The first drafting column recorded the introduction of the General Service Commission Scheme. Young readers will note with interest that one of its main effects was that the longest period abroad for all unmarried men and those married men whose wives were not with them on station was reduced from two-and-a-half years to 18 months.

Another effect was that most seagoing ships would no longer be in running commission. Instead the ship's company would all recommission the ship on the same day for a fixed commission, during which the number of drafting changes would be as few as possible.

The column recorded that between May and July that year the Portsmouth depot was

Royal Navy Officers' UNIFORMS AND PLAIN CLOTHES are Perfectly Tailored by **BERNARD'S** 14 COMMERCIAL ROAD PORTSMOUTH

PORTSMOUTH

Navy News

No. 1 JUNE 1954 The Official Newspaper of the Portsmouth Command Price Three pence

Make a point of calling at **BERNARD'S OFFICERS' SHOP** whenever you have a Clothing Requirement **15, S. BERNARD & SON, LTD.** 14 COMMERCIAL ROAD, PORTSMOUTH

H.M.S. ALBION—NEW CARRIER JOINS THE FLEET

Latest Improvements in Messing and Accommodation

Living accommodation

The main feature of the living accommodation is the provision of bunks on the mess decks. These bunks, with their special mattresses, are most comfortable and hygienic. The mess decks are also fitted with special lighting and ventilation.

Recreation

The primary function of an aircraft carrier is to provide a platform for the launching and recovery of aircraft. With the rapid development of jet aircraft and their operations, the carrier has become a most complex and demanding vessel. The crew must be able to relax and enjoy their time on board, and the carrier provides a wide range of recreational facilities to meet this need.

Among the advertisers were some well-known naval tailors like Bernard, Daufman, Blair, Fleming, Baun, and Unifit. There was, too, an advertisement for New Mobilgas Special, "powered by the most efficient combination of chemical additives ever put into petrol."

The Royal Naval Benevolent Trust had an ad, as did Lloyds Bank, Tavern Ale and Gale and Polden, printers and stationers (who then printed the Navy News itself at Aldershot).

When it came to small ads there was plenty of accommodation offered in the Portsmouth area, such as: "Two furnished rooms, use of kitchen and bathroom. One child accepted, 40s. per week."

So a range of life as it affected the sailor of the 50's was portrayed. And the back page signed off with this wry comment in verse by "H.G.M." on the matrimonial scene and, presumably, in the cause of re-engagement:

*An able sailor, though resented,
Found himself completely nettled.
For his proud, determined spouse
So employed him in the house
That never had he been so tired
Since his naval time expired.
Then strong words he harshly muttered;
He knew where his bread was buttered,
And though his missus stormed and raged
He hurried off and re-engaged
Knowing that the domestic tension
Would ease before he took his pension.*

commissioning HM ships Newcastle and Modeste for foreign service on the Far East Station and HM ships Albion, Glasgow, Saintes and Chevron for general service.

Explained, too, was, "We always try to give a man six weeks' notice of draft to foreign or general service, and at least two weeks' notice of a draft to home sea service or of a move in port service."

Advice

Family matters played their part in the paper and under the headline "Have you a personal problem?" there was a letter relating sadly how a sailor had returned from foreign service to find a drawerful of unpaid bills amounting to £60. (Wonder what that represents today?)

Advice was given about debt and liability, and these words of wisdom were offered: "Choosing the right moment, I think you must have a word with your wife about these debts and try and find out what caused her to get into this difficulty."

There followed further advice about consulting the Family Welfare Officer and, possibly, the Legal Aid Officer.

The first paper contained a big feature on the Royal Tournament which was just about to take place; there were lots of Command news items; and some dockyard notes starting with such basics as "What is the dockyard?"

THE GREAT ENTERPRISE



Men of a Royal Navy beach party guide in a landing craft during Operation Neptune.

"I COUNT on every man to do his utmost to ensure the success of this great enterprise which is the climax of the European war." With these words Admiral Sir Bertram Ramsay unleashed the naval might under his command for Operation Neptune, the assault phase of the largest amphibious invasion ever undertaken.

After more than two years of planning — and before that over a year with nothing to sustain them but hope — the free nations were at the point of driving a stake towards the heart of Hitler's Europe.

Overall title for the Allied invasion was Operation Overlord, but the date of its execution — June 6, 1944 — has become known universally by the military's alliterated jargon for all such assaults . . . D-Day.

The immense forces involved; the great complexity of the problems facing the Allies and the courage required to surmount them have gripped the hearts and minds of the generations from the men who fought to the people who 40 years on are the heirs of European peace.

By the summer of 1944 France had been held in the vice of Nazism for four years and latterly, when invasion from Britain became inevitable, the enemy began constructing an Atlantic Wall of guns, emplacements, minefields and beach defences around the most threatened zones of their crumbling empire.

The first, crucial problem for the Allies was how and where to get ashore. But to make a hole in the wall would not be enough; victory in France and ultimately over Germany could only be won if the forces thrown into the

D-DAY OPERATION NEPTUNE



beach-head could be reinforced and resupplied faster than the Germans could build up their defending divisions. And the more Allied troops and vehicles committed to the beaches, the greater the task of supply.

They needed a port, but the costly raid on Dieppe in 1942 had taught D-Day planners that an invading army's seed corn would be expended on taking such an installation, which even then might be so badly damaged as to make it unusable for months.

Deception

That lesson was not lost on the Germans, who with stiff logic blinded themselves to Allied flexibility and ingenuity and banked on their enemies' need for the swift capture of major port installations.

However, the Germans had great difficulty in deciding where the Allies would strike — and were divided on how to react. Field Marshal von Rundstedt, in overall command, wanted to keep his armour reserve back until it was clear where the blow would fall; Rommel was convinced that tanks should be deployed to replace the enemy on the beaches.

Even after D-Day, the Germans were kept guessing. Clever deception had convinced them of a great build-up of forces where few existed — and that they were poised to strike across the shortest route. Even after the Normandy landings the German High Command awaited the main blow at the Pas de

Calais, where a whole army was held kicking its heels as much as six weeks after D-Day.

In fact, the Allies had only one major target — a 30-mile stretch of coastline in the Bay of the Seine, Normandy, almost at the limit of effective fighter cover from Britain. Here, although formidable, the German defences were unfinished and were mostly weaker than those to the north.

There was no large harbour available in the immediate area, but by June 1944 the Allies did not need one. In complete secrecy they had devised a system of huge, floating jetties, blockships and transportable breakwaters which would be installed off the beaches to form the most remarkable unnatural harbour in the world.

Two such installations — codenamed Mulberries — would be set up within a few days of the initial assault, and as events unfolded they proved vital to the success of the whole operation.

One would be destroyed in the fierce gales which battered the Normandy coast a fortnight after D-Day, but the other, together with the underwater pipelines codenamed Pluto, kept the Allies supplied for months, even after the eventual capture of Cherbourg (which took 90 days to clear of debris and explosives).

Innovation and inventiveness were the keys to success. Weird and wonderful machines of war were devised to overcome particular problems. Landing craft were built or converted to carry anti-

aircraft guns, rockets, tank turrets, naval guns or even locomotives shipped from Britain to be used on the French railways.

Tanks were equipped with flails to beat paths through minefields, with waterproofing to "swim" ashore, with 95mm mortars to blast to smithereens concrete emplacements or with huge rolls of matting to ease progress over sand.

Among the most successful of the "new weapons" were the DUKWs, landing craft with wheels which could transport men and materials from ships far offshore to points well inshore.

Awesome task

Getting forces ashore, covering their landing, and subsequently protecting their supply lines was primarily the task of the Royal Navy. Under the Allied C-in-C, American General Dwight D. Eisenhower, the man chosen to direct the naval phase of operations was Admiral Ramsay who four years before had organised the evacuation from Dunkirk.

His was an awesome task, and the complexity of Operation Neptune may be gauged by the fact that when he issued his final orders in April 1944, they amounted to 1,100 pages.

Those orders dealt with 138 bombardment ships — including battleships Warspite, Ramillies and Rodney, 221 escorts, 287 minesweepers, more than 4,000 landing ships and craft, 423



Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief on D-Day. His 1,100 pages of orders were carried out almost to the letter.

ancillary ships and craft and 1,260 merchant ships. Seventy-nine per cent of the combatant vessels sailed under the White Ensign.

Their assembly points ranged throughout southern Britain and beyond; they would gather at Portsmouth, Southampton, Weymouth and Plymouth, in harbours great and small from Oban in the Western Highlands to the White Cliffs of Dover.

The great armada would be divided into Western and Eastern Task Forces, the Western group under Rear-Admiral A. G. Kirk USN and the Eastern group under the command of Rear-Admiral Sir Philip Vian. Admiral Kirk's force would cover and effect the landings of two US divisions on beaches codenamed Omaha and Utah, Vian's ships the landing of two British and one Canadian division on Sword, Gold and Juno beaches. Inland 18,000 paratroops and gliderborne forces would be dropped on key areas.

What date?

Softening-up of the coastal defences and subsequent artillery support would be undertaken by the big-gun battleships, monitors, cruisers and destroyers whose firepower would be directed from hundreds of reconnaissance fighters or by Army/Navy forward observation teams who would land with the first waves of troops and forge inland.

"Sailors in khaki" would also join in the dangerous tasks of identifying and neutralising beach obstacles festooned with mines, and of organising the beach traffic.

Overhead, the invasion would be preceded by the dropping of 5,000 tons of British bombs, followed up by the bomb loads of 1,630 US aircraft. In all the Allies were to be sustained by 6,000 aircraft flying 14,600 sorties in the 24 hours of D-Day.

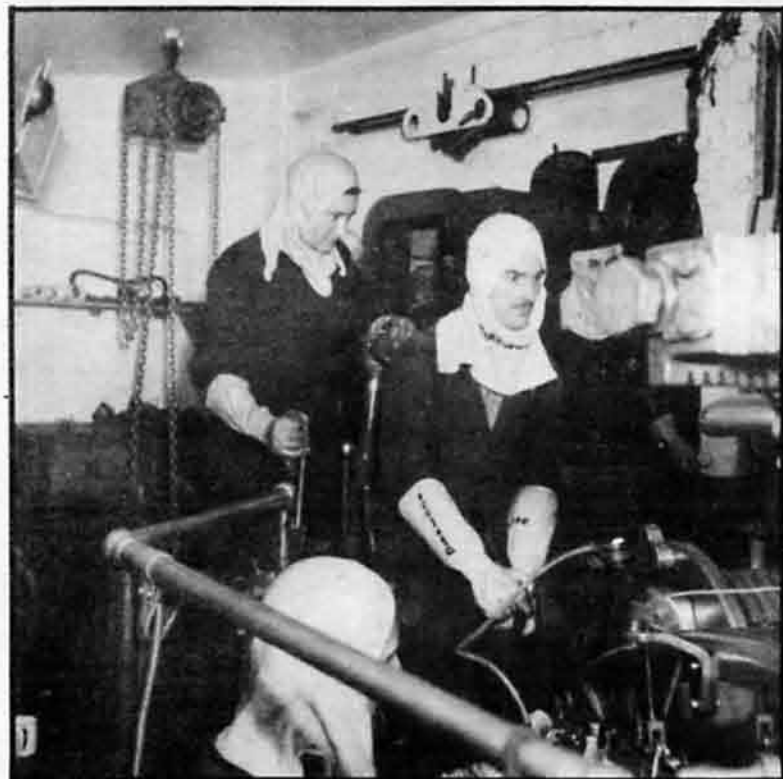
Those were the plans. The forces were mustered, the orders written and for Eisenhower all that was left was to name the day. Even that was fraught with complications and pitfalls.

The choice was subject to the correct conjunctions of moonlight, sunrise, weather and tides. Ideal conditions

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D-DAY OPERATION NEPTUNE

And the walls came



Crew of one of the Warspite's 15in. gun turrets ram home a shell. During D-Day the battleships averaged a rate of fire of 85 rounds an hour.

"Every battalion and brigade landed according to plan and without disabling casualties. To this fortunate result the power and accuracy of the naval and air bombardment made an essential contribution" — from the report of Rear-Admiral Sir Philip Vian, Naval Commander Eastern Task Force.

THE FIRST massive blows to Hitler's Atlantic Wall were delivered from the vast fleet of warships which appeared without warning at the dawn of D-Day.

A huge weight of shell fell around the Germans, breaking their nerve as well as their weapons.

Most famous ship in the armada was the old battleship HMS Warspite, scarred and seasoned by scraps from Jutland to Salerno, and in her third decade an expert at bombardment.

PO Ronald Martin, in charge of the port-side director, felt the ship's plates tremble beneath him as the Warspite's 15-in. guns opened the account by firing on an enemy battery at Villerville to the east of Sword Beach.

It was the overture to a very long symphony of salvos that would batter Fortress Europe during the next days and weeks, bringing the walls tumbling down. Most powerful of the Royal Navy's bombarding vessels — the Warspite and HMS Ramillies — were allocated to the support of the beach-



PO Ronald Martin ... one of the men who directed HMS Warspite's bombardment.



Mid. Peter Dinnis. His station was on the gun control top of HMS Ramillies.

head's eastern flank which was highly vulnerable to German fire and counter-attack.

The Warspite had been at sea since June 2, having sailed from Greenock. She reached the Eddystone Light on June 5 but by then D-Day had been postponed to the following day.

Martin, an injured sailor who had served in the battleship since early 1942, remembers feeling sorry for the sea-tossed troops in the landing craft who were afflicted cruelly by sickness.

Unfortunately for Martin and his men, *mal de mer* did not affect a portly Chinese NCO who, with an odd collection of war correspondents, photographers, foreign observers and a general, were embarked in the mighty battleship.

The corpulent Chinaman was allocated to the port-side director and somehow managed to eat the D-Day action packs intended for the whole unit. He thought they were all for him.

Meanwhile the ship was beginning to head slowly for France, surrounded by landing craft as far as the eye could see and preceded by 40 minesweepers.

By 0510 she was 11 miles west of Le Havre and proceeded to give the menacing battery at Villerville the what-for. Not long after that the Warspite,

and the Ramillies ahead of her, themselves came under attack from German torpedo boats which had taken advantage of smoke laid by the Allied vessels as a screen against heavy guns at Le Havre.

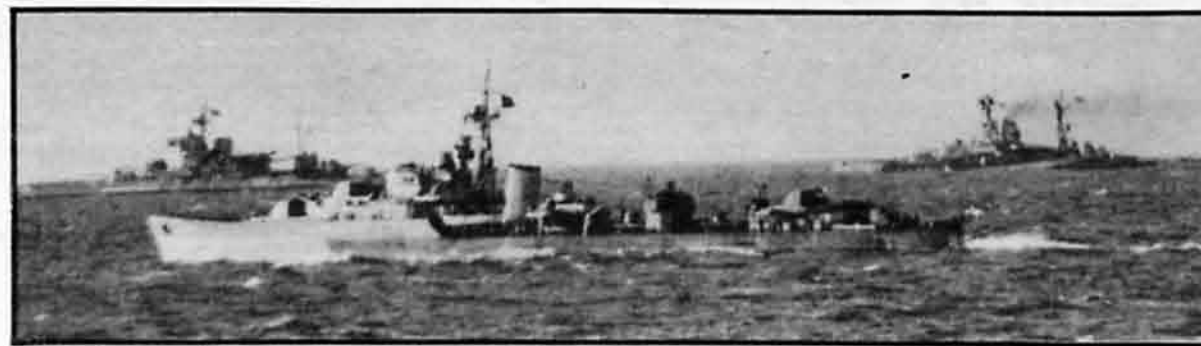
Two torpedoes passed between the Warspite and the Ramillies and one hit and sank the Norwegian destroyer Svenner. Although she broke her back and sank rapidly, most of her men were picked up.

Revenge

The Warspite, however, took some measure of revenge. Martin, directing fire at the raiders as they bolted for safety, helped to destroy one of the torpedo boats at a range of 14,000 yds.

Throughout that day and the next the battleship pounded away relentlessly at German positions, despite being harried by air attacks and return fire. She expended 400 15-in. shells before returning to replenish at Portsmouth on June 8.

"During the all-night loading the Americans specifically asked for Warspite at the Western end," recalls Mr Martin. "Then on June 11 we switched back to Gold Beach and demolished a large concentration of enemy troops and tanks in a wood."



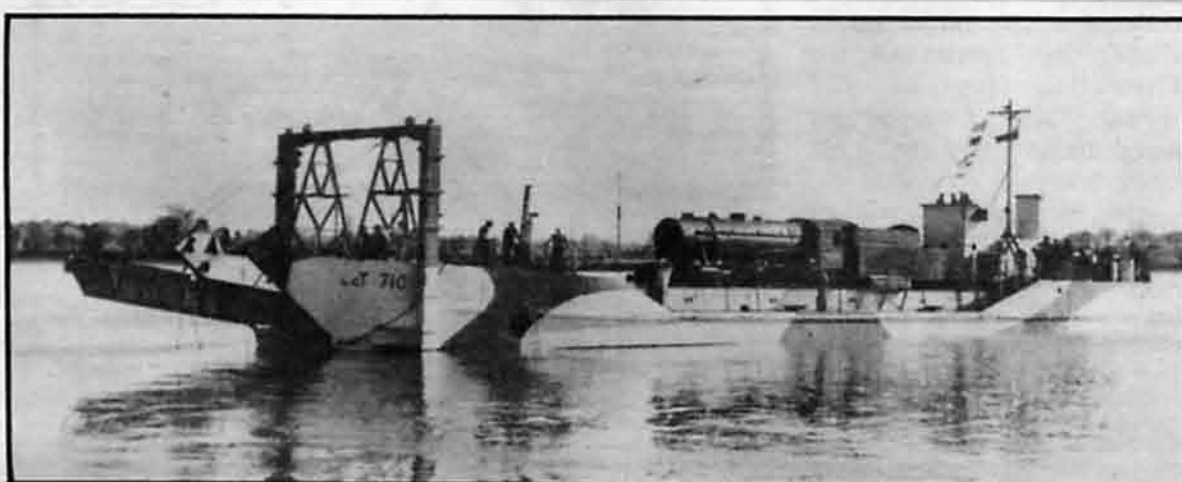
A destroyer (in the foreground) escorts HMS Warspite (left) and HMS Ramillies during Operation Neptune.

Picture: Imperial War Museum



Gone fishing ... Members of a Royal Marines crew of a support landing craft take advantage of a lull during Operation Neptune.

Picture: Royal Marines Museum.



A loco idea ... a tank landing craft converted to transport locomotives across the Channel. As the Germans retreated the engines were used on the French railways.

Picture: Royal Marines Museum.

THE GREAT ENTERPRISE

From preceding page

(apart from weather) could only be met on a small number of days each month, and the only such days in June were the 5th to the 7th and the 18th to 20th.

On May 25, Eisenhower confirmed D-Day as June 5, but bad weather forced him on June 4 to postpone for 24 hours. At 0415 on June 5 the weather was still bad but with a prospect of improvement, and there seemed no possibility of a postponement until June 7 because the ships, many already at sea,

would run into fuel problems. It was June 6 or June 18-20.

After listening to all opinions in what is now the wardroom bar at Southwick House, HMS Dryad, the General launched the operation with three prosaic words: "OK, we'll go."

Admiral Ramsay subsequently remarked: "A postponement of one more day would in the event have proved disastrous owing to the conditions of sea off the beaches. The problems arising out of a postponement of 12 to 14 days to the next suitable period are too appalling even to contemplate."

For by that time some of the worst summer gales on record were sweeping the Channel, and though they caused much devastation on and off the landing beaches, it was by then too late for the elements or the Germans to knock the Allies off their perch.

With only a few exceptions the plan was executed as ordered, catching the enemy completely by surprise. Brave flotillas of minesweepers, some merely trawlers, carved safe swathes through Allied and German minefields alike; as dawn broke on June 6 the shells and shocks of the great ships blasted Hitler

tumbling down

HMS Warspite pounds enemy positions on the Normandy coast.



Sub-lieut. Desmond Cassidi. Now an admiral and a knight, he helped to set a course for the beaches.

"A German tank commander made the fatal mistake of sitting on top of his tank with a cigarette, and was seen by our dauntless spotter. An unusual gunnery order was given: 'Fifty rounds 15-in. Rapid fire!' It did the trick, as the increasing human error in rapid fire made the shells chase the vehicles outwards."

Not far from the Warspite as she headed towards Normandy on June 6 was young Midshipman Peter Dinnis sitting on the armoured gun control top of the Ramillies. He and a Royal Marines lieutenant were taking occasional sips of brandy from their hip flasks to keep at bay the chill and the butterflies.

Vast procession

Lower down in the ship another young officer looked out in wonder at the crowded sea. Sub-Lieut. Desmond Cassidi had seen nothing like it . . . "Ships were coming from everywhere — a vast procession; hundreds eventually."

Later, the heavens seethed with activity, too. "All these years after, I can still clearly recall the major air landing which began soon after dawn — the sky full of aircraft, mainly Dakotas towing gliders, and the continuous stream of



Picture: Imperial War Museum.

landing craft heading for the shore."

Decades on, the 19-year-old "subbie" would, as Admiral Sir Desmond Cassidi, become the Commander-in-Chief Naval Home Command. But in June 1944 he was the new boy, having joined the ship the previous month after what he describes as a surfeit of concentrated courses ashore.

He was on board to obtain a watchkeeping certificate and, as standby navigation officer, had been proud to play a small part in preparing the Ramillies' route to the beaches. He and his fellows knew they were helping to map the course of history.

In the dawn attack by the torpedo boats, the Ramillies had at first opened fire with her 6-in. armament. Then, when the persistent enemy pressed on, Mid. Dinnis observed the big ship's

Turn to next page



Guns of HMS Warspite's secondary armament blast the shore. In the foreground is a multiple pom-pom anti-aircraft weapon.

deeper into the mire of defeat.

On June 11 Rommel reported to him: "The effects of heavy naval bombardment are so powerful that an operation either with infantry or armoured formations is impossible in an area commanded by this rapid firing artillery."

On the first day more than 21,000 Allied men, 1,742 vehicles and 1,695 tons of stores had poured on to the soil of France. But not without cost. There were few casualties among the warships, but the landing craft suffered heavily — hundreds were lost or disabled, half the

casualties falling foul of beach obstacles.

Cost in lives was heavy on some beaches, light on others. The Americans had the worst of it, losing 1,465 killed, most of them on Omaha in the bloodiest fighting. Canadian dead numbered 335, while the British toll is estimated at about 1,000. It was far less than the Allies had expected.

In subsequent days the bridgehead was widened and the sustaining flood of men and material was inexorable until on July 5 the millionth Allied serviceman stepped ashore in free France.



An aerial view of Mulberry Harbour B off Arromanches (which can be seen in the bottom right-hand corner). This prefabricated port took a battering during the severe gales in late June, but unlike Mulberry A in the American sector, the structure survived to keep the Allies supplied for months.

Picture: Imperial War Museum

D-DAY OPERATION NEPTUNE



SAILORS

Face to face

FOR Petty Officer Telegraphist Reg Clarke, the end of his participation in Operation Neptune came abruptly on June 7 when he found himself under the 88mm gun of a German Tiger tank — six miles inland.

Clarke was one of about 100 "sparkers" who were landed in the initial assault to spot targets far inshore for the bombarding ships. As a member of Combined Operations his blues were forsaken for khaki battledress, he served alongside soldiers and his orders were given by a Royal Artillery officer.

For a year he had been trained to act as the long-range eyes and ears of the Fleet. At the time he little realised what that would mean; he had no thoughts of heroics, for as a veteran of the Battle of the Atlantic he had contemplated the possibility of being killed, and he wanted none of it.

Rosaries

As he embarked in Landing Craft Infantry No. 300 on June 5, 1944 he was still unsure as to whether it was all just another exercise, and was at first ignorant of the vast size of the invasion force being assembled.

Around him, men of the 3rd British Division played cards, read nervously or fingered rosaries or crucifixes; officers and men joined in small talk about their families and jobs in Civvy Street. "Men of all ranks were equally vulnerable that day," he recalls.

His main preoccupation — and that of fellow telegraphist Stan Parker — was whether they would ever locate their signal vehicle embarked in another craft. Unlike many, Clarke took the sight of the great invasion fleet with aplomb. He was amused, though, by the barrage



PO Tel. Reg Clarke (centre) with two other "sailors in khaki" in Mariag naval prison camp, Bremen.

"THE standard of discipline on the beaches was not wholly satisfactory. This was manifested, as in previous operations, not only in laxity of dress but also in men working on the beaches and crews of landing craft proceeding inland on

unauthorised sightseeing and souvenir-hunting expeditions." Perhaps it was scenes like this that prompted a senior officer to deliver that brickbat. The sight is certain to bring tears to the eyes of any self-respecting Master-at-Arms, but this ragamuffin

group may have had some little excuse. They are Royal Navy Commandos and had the unenviable task of going ashore in the first wave to defuse mined beach obstacles. In several places they worked under fire. Many were killed.

Picture: Imperial War Museum.

—And the walls came tumbling down—

From preceding page

15-in. "bricks" being hurled out to dissuade them.

As with the Warspite, E-boats were not the only problem to confront the Ramillies. On one occasion return fire from the shore got a little too close for comfort and Sub-Lieut. Cassidi was treated to another impressive sight: that of an R-class battleship going full astern as she changed position.

Anchorage mined

With darkness came the renewed threat of E-boat attack and the Ramillies was ordered to spend the night among anchored merchant ships. But it was not going to be as snug as Mid. Dinis, and many others, expected. "A short while after we had dropped anchor the merchant ships upped theirs and steamed away. To add to our problems the anchorage was mined during the night and, consequently we had to manoeuvre at anchor until the sweepers had cleared the area."

Unruffled by her experiences, the ship returned to her bombarding positions for Day Two, amazing and amusing the troops heading for the beaches by holding an impromptu Royal Marines band concert on her f'c'sle.

Worn guns

After days of action, the Ramillies carried out an all-night bombardment of German defences around Caen. Everyone became fatigued as the night wore on, and Sub-Lieut. Cassidi was no exception. He was even able to snatch some sleep near a busy 15-in. gun.

That last bombardment had completed the exhaustion of the ship's guns; the rifling of four of them protruded from the barrels and she had to return to Portsmouth for the worn weapons to be renewed.

For her ship's company it meant five days leave, but there was no solace for Desmond Cassidi. He chose to spend his time-off with an uncle who was in the Guards Depot at Caterham, and found that the new VI attacks on London were

far worse than anything he had experienced off Normandy.

It was not surprising that the Ramillies' guns had given out. Off the beaches the battleships were going through 15 to 20 years of gun life in as many hours. On average the 15-in. vessels poured out shells at the rate of 85 per hour, while cruisers kept up a barrage of three shells a minute.

After the operation, Admiral Vian reported: "Better results were achieved in Operation Neptune than had been expected from the Inter-Service Committee's report on fire support and seaborne landings... Firing broke the enemy's nerve and no accurate return of fire was experienced during the assault period..."

"The retention of battleships in any future assault is considered necessary. The range and hitting power were of decisive value to the Army on several occasions."

Gruelling

It was not only the big ships that piled on the agony for the enemy ashore. Light cruisers and destroyers put their weight behind the seaborne battering ram with devastating effect.

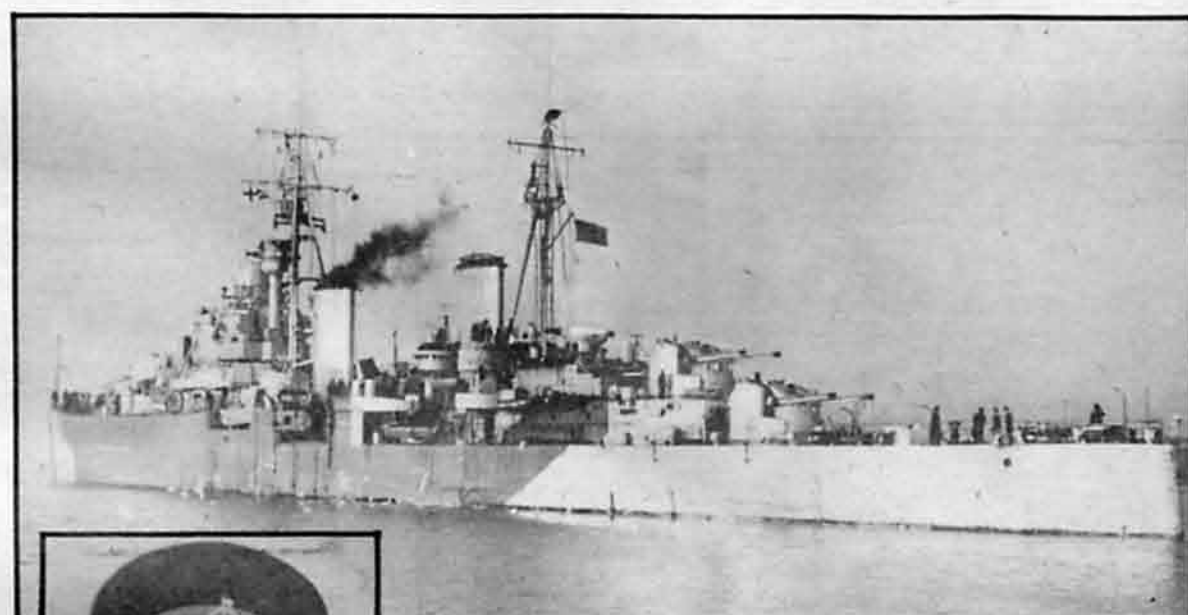
In Y turret of the cruiser HMS Diadem, 17-year-old Marine Leslie Garrett's job was to lift the cordite charge from the magazine hoist and on to a tray behind the high explosive shell, from where both charge and shell were thrust into the barrel.

At 0530 on June 6 the Diadem's guns opened fire on a battery south of Beny-sur-Mer, Juno Beach, and for the teenage Marine it was the beginning of many gruelling days.

There was no time to think as he performed his mechanical task: "Next cordite charge in hoist... bend... lift on to tray... rammed home... breech and interceptor closed..."

BANG! "Recoil... casing ejected... air blast expels fumes... smell of cordite fills the turret... next cordite charge in hoist..."

Time after time the process was repeated in the Marine's-manned turret.



HMS Diadem. Action station for Marine Leslie Garrett (left) was in the aftermost turret. At one point he thought the ship was being sunk.



After an hour of that Garrett began to ache and sweat, his white flash-proof gloves smeared by dirt and oil.

Suddenly his gun stopped firing, failed to recoil. At gunnery school they had taught him to wait 20 minutes for the barrel to cool before removing a dud charge — but war is not always played by the book.

The sergeant in command of the turret shoved the perplexed lad aside, opened the breech gingerly, carefully extracted

the cordite and carried it out on to the quarterdeck.

Garrett followed him, whereupon the sergeant thrust the still warm casing into his arms and gave him a terse order to "Ditch it!"

Deafened

The sergeant returned to the turret and left the young marine alone with his problem. Glancing apprehensively towards six depth charges stacked on the stern nearby, he edged towards the starboard rail. Above him X turret Marines blazed away and his own gun now recommenced firing. A great "SWOOSH!" startled him as ahead a rocket-firing landing craft discharged its weapons towards the shore with a roar of flames. Garrett was impressed but not amused.

All around him were the sights and

sounds of destruction. In the haze to the east he saw the wreck of the Svenner, its back broken and sinking in a defiant V-shape; the shoreline was shrouded in smoke interspersed with flashes, while the guns and rockets of hundreds of vessels blasted away.

Deafened by the din of war, he reached the ship's rail and heaved the unstable charge over the side. Out there, alone, he was overwhelmed by the feeling of being ridiculously exposed to danger. He suddenly identified with a character from a poem he had been taught at school. Recalling those lines which he had learned not so long before, he recited "The Boy Stood On the Burning Deck" to sustain himself as he made his way back to the relative safety of the turret.

With the heavier cruiser HMS Belfast close by to the west, the Diadem

IN KHAKI

with a Tiger

craft, or in the fact that almost to a man the 3rd British Division had thrown up shortly after pulling out of Newhaven 18 hours earlier.

So when LCI 300 finally beached, Clarke greeted Normandy with relief — at first. The shore at Lion-sur-Mer, Sword Beach, was under terrifying fire and no sooner was he on the strand than Clarke dedicated himself single-mindedly to getting off it.

Eventually, by mid-morning, he and Parker managed to rendezvous with their soft-topped vehicle in an orchard, and Clarke exchanged his weighty, back-pack radio and Morse key strapped to his thigh for more sophisticated equipment.

Havoc

From now on he, Stan Parker, two other men and a Royal Artillery captain would form Forward Observation Bombardment Party 81.

For the rest of that day and much of the next they helped to cause havoc among the Germans, transmitting target information to the Fleet, then watching as the shells rained down with great accuracy. A single, well-placed salvo was often sufficient from such ships as the Ramilles, the Arethusa and the Warspite, all of which were directed at times by FOB 81.

D-Day has been described as the longest day, but for Reg Clarke it passed quickly. It was only the harrowing moments which seemed to last an age, and for the petty officer the afternoon of June 7 was about to become one of the longest in his life.

When the 2nd Battalion the Royal Warwickshire Regiment was ordered to

continued pounding away with her eight 5.25-in. guns throughout the day. During an evening lull Garrett watched Allied aircraft attacking over the Orne estuary, heavy flak bringing down four Marauder bombers.

In the last hour of D-Day the cruiser was herself attacked by six enemy aircraft and the dog-tired gun crews were in action again. With pom-poms and Oerlikon cannon joining the cacophony, the ship shuddered so much that the men in Y turret thought she had been mortally hit — but the nearest bombs had fallen 50 yards away.

Garrett and his comrades had not slept, washed or shaved for 52 hours, and early the next day it all began again. After beating off more air attacks, the Diadem went close inshore to pour 30 salvos into a German position in a farmhouse, and in the afternoon dealt out similar treatment to an enemy strongpoint on which the marine counted 64 shells fired from his turret alone.

False signals

During the night the ship bombarded enemy armour counter-attacking the British forward positions. But on the fourth day off the beaches the gunners were perplexed and upset to learn that at one point they had been bombarding friendly forces. The Germans had given the ship false information using the Diadem's radio frequencies and a captured aircraft.

On June 12 the cruiser returned to Portsmouth to replenish her ammunition, but by the morning of June 14 she was back off the beaches bombarding throughout the day and firing her 1,748th round since D-Day.

Three days later, Grand Admiral Doenitz's liaison officer at Hitler's HQ telegraphed that "our attacks make no advanced within the range of enemy naval artillery . . . The Führer sees the only possible relief for the land front in the elimination of the enemy naval forces, primarily the battleships . . ."

But it was too late. The breach which had been made in the wall was irreparable.

engage the enemy in Lebiey Wood, north of Caen, FOB 81 was with them to direct fire from the Arethusa.

The attack ran into immediate confusion. Clarke's vehicle, advancing with Bren carriers in a sunken lane between woods, was ambushed with the rest of the column. It was impossible to turn around. There was no alternative but for the radio vehicle to be driven ahead into Lebiey, less than two miles from Caen and well inside enemy-held territory. FOB 81 was heading into a village which would not fall to the Allies for another month.

They managed to escape the ambush in the lane, but were merely out of the frying pan. As they drove into open country the vehicle was halted by a mighty explosion. The Army captain in the front seat and the man beside him were killed. The vehicle and radio equipment were wrecked, but Clarke and Parker managed to tumble out of the back where they were immediately surrounded by German soldiers.

Despair

Stunned and shaken, his hands held up in surrender, Clarke looked ahead at the broken vehicle and saw the cause of its destruction — a Tiger tank. For him it needed no identification, after all, he and his team had spent the previous 30 hours destroying enough of them — though from a more respectful distance.

His first night in captivity was spent uncomfortably and nervously in a slit trench with 30 German soldiers, and under the guns of the ships whose fire he had been directing just a few hours before.

At first light the prisoners were marched into the battered town of Caen where, to his horror, he was held in the German army barracks. His emotions were those of aggressive despair, for he knew of the plan to pound Caen that day from the ships and from the air.

Threats

As planned the British launched their ceaseless bombardment, and Clarke drew little comfort from the fact that he was sharing with the enemy the terrifying ordeal of being at the sharp end of a British onslaught.

He survived, however, and with about 100 other prisoners under close escort picked his way out of Caen through an eerie, early morning scene of death and destruction.

So began a long, three-month trek to the German navy's POW camp at Bremen where other dangers and distresses awaited him. At first his captors threatened to shoot him because, they asserted, he was wearing the wrong uniform in breach of the Geneva Convention. As it was, he spent several months in forbidding jails.

'Lost at sea'

"For me 324 longest days began on D plus One," he now recalls. "Perhaps the woods and fields of Normandy were not the best places for sailors to go into battle, but many hundreds gave their lives on the beaches as well as inland."

"They were the real heroes of the Khaki Navy. Several wireless telegraphists dropped by parachute with the airborne forces. Many are erroneously recorded as 'lost at sea'."

"If the ultimate sacrifice was inevitable, perhaps, as men who had volunteered for the Royal Navy and served afloat in General Service, that is what they would have wished."

● On May 24, 1945, Reg Clarke was presented, with other selected POWs, to the King and Queen at Buckingham Palace. He was demobilised from HMS Daedalus in 1946 and resumed studies as an architect. Last year he retired early from his job as Design Manager with the Laing Group. He and his wife Patricia have two married daughters and a young granddaughter and now live quietly in the Oxfordshire village of Horton cum Studley.



A Royal Navy Beachmaster's HQ on the Normandy beaches. Theirs was a trying and dangerous job.

Picture: Imperial War Museum

Masters of the beaches

"The task that confronts Beachmasters on first landing is superhuman. The beaches are long and difficult to inspect quickly or easily. The beach parties . . . are extremely vulnerable. Things are happening very quickly on all sides." — from the report of the Naval Commander, Sword, Rear-Admiral A. G. Talbot.

IN EARLY 1944, Lieut. Ronald Paterson RN was standing by his first command — Landing Craft Gun (Large) 831 building on the Clyde. She was not honoured with the title HMS, yet was not an insubstantial vessel, mounting two 4.7-in. guns, nine Oerlikon cannon and with a crew of three officers, 40 Royal Marines and 12 sailors.

Among the complement was a French chief petty officer who, in common with other Free Frenchmen fighting under British colours, was constrained to use a pseudonym. In deference — or perhaps with irreverence — towards a former enemy of France, he chose the name of Horatio Nelson.

All seemed set then for Ronald Paterson's role in the Normandy landings — alongside Horatio Nelson. But soon after LCG(L) 831 arrived at Southampton to join her flotilla, Lieut. Paterson found himself on the beach, in



Lieut. Ronald Paterson . . . Assistant Beachmaster in the Canadian sector.

the most literal sense of the word.

The gunships were intended to beach before H-Hour and knock out enemy strongpoints, thus allowing the infantry a safe run. On a training exercise, the senior officer of the nine-vessel flotilla stranded his craft and Paterson's command was relinquished in his favour.

The young Scot was appointed instead as Staff Officer Operations to Capt. Colin Maude, destined to be Beach Commander, Juno. Maude was a charismatic figure who, as commanding

officer of a destroyer sunk in Arctic seas, had survived in the water for more than an hour, because, he said, "I knocked back a bottle of whisky before I jumped." As a result he ordered all his staff to carry a bottle of scotch when they landed.

Task of the Royal Navy beach parties was to synchronise the discharge of all craft and shipping, provide communications for the job, dispatch ships and craft after discharge, supervise repairs and administer naval personnel ashore.

High casualties

Assistant Beachmasters, such as Lieut. Paterson, would take the first step in setting up the beach organisation by landing with the assault infantry — and taking proportionately heavy casualties in the process.

Principal Beachmasters, accompanied by the remainder of the RN beach commandos, would follow about half-an-hour later and start their thankless task of reducing the initial chaos left by the assault forces.

Ronald Paterson reported for his new duties at HMS Vectis, Cowes, two months before the landings. He had in his care invasion maps, was in liaison with 3rd Canadian Division and the staff of the Pluto oil pipeline at Shanklin. He took part in trials and exercises. He slept at his desk.

On June 3 he collected his unfamiliar khaki uniform, his pistols and survival

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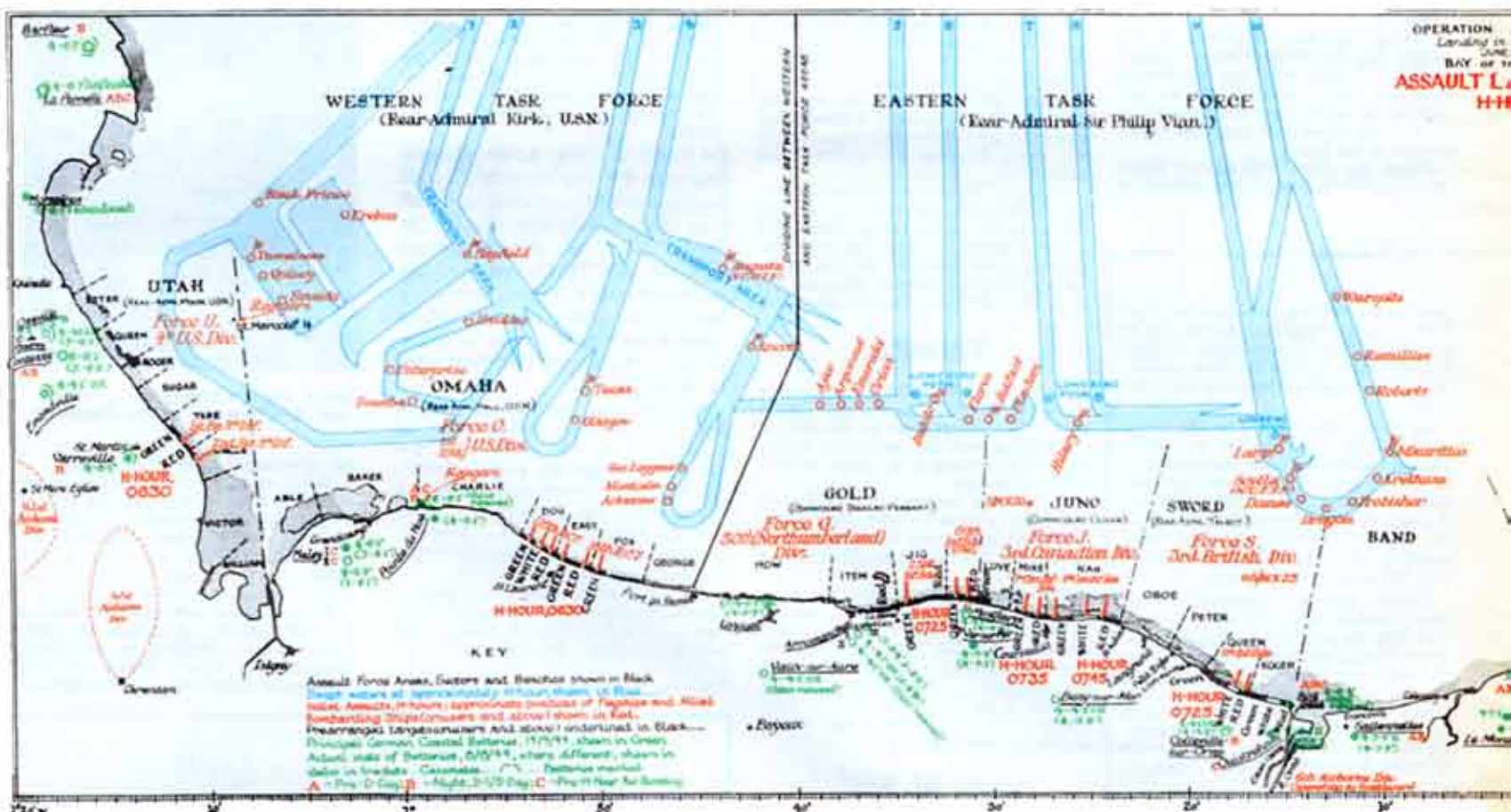


Combined Operations personnel, some wounded, take cover as their beach comes under fire.

Picture: Imperial War Museum

How the Navy solved the riddle of the s

THE PATHFINDER



... and lit a b

amphibious tanks — landed on the correct beaches it was essential to have the facility of navigational beacons. They could not, of course, be erected on land. They would have to be mounted on vessels, but surface craft lying half a mile offshore for a day or two were certain to be detected. Only submarines had a hope of carrying out the task in secret. And they would have to be small.

Hudspeth in X-20 and Honour in X-21 would carry out the special mission designated Operation Gambit. George Honour, suspicious of the title, looked

sands



ch, under his command, guided
y courtesy of the Royal Navy
had completed her task. Lieut.
g.

ERS



then published in 1947) shows the
ys swept waters (in blue), German
relation to the rest of Normandy.
1944. The gun, tin flag and mast
commander, N. C. Glen is now
hic Department.



STANDING in victory formation, some of the men who helped Navy News tell their D-Day stories gather at Southwick House, HMS Dryad, where the invasion was planned 40 years ago.

Behind them towers the wooden Wall Map on which the complicated manoeuvres were planned. For some it was the first time they had seen the chessboard on which their destinies were moved.

They are, from left (D-Day ranks in italics): Cdr. Philip Cole, RN (ret.), RN Philatelic Officer, *lieut.-cdr.*; Lieut.-Cdr. Peter Dennis RN (ret.), *mid-shipman*; Mr. Arthur Gray, *sergeant Royal Marines*; Lieut.-Cdr. Richard Laing

RNVR, *lieut.*; Lieut. Ronald Martin RN (ret.), *petty officer*; Mr. Jim Edwards, *able seaman*; Commander-in-Chief Naval Home Command, Admiral Sir Desmond Cassidi, *sub-lieut.*; Lieut.-Cdr. R. S. Young RN (ret.), *lieut.*; Mr. Gordon Lawrence, *marine*; the Vicar of Swanmore the Rev. Ronald Paterson, who retired from the Royal Navy as a *lieut.-cdr.*, *lieut.*; Mr. R. G. Clarke, *PO Tel.*; Lieut.-Cdr. George Honour RNR, *lieut.*; Mr. Leslie Garrett, *marine*.

The Wall Map was made by a toy firm in the Midlands and

was only part of a complete plan of Britain and the whole European coastline from northern Norway to the Spanish frontier. When it was delivered the section seen here was separated from the remainder and erected in its present position.

Preservation

To further maintain secrecy, the two workmen and naval officers who erected it were then required to remain in Southwick House until Operation Neptune was underway. For 34 days after D-Day the

room was a hive of activity until, in July, with Cherbourg in Allied hands and the beach-head secure, everyone simply moved out, leaving the room littered with orders and equipment.

After the war the decision was made to preserve the map and it was set up for H-Hour (0725) in the British sector. It was unveiled in 1946 by Admiral of the Fleet Sir George Creasy, who had been Admiral Ramsay's Chief of Staff during Neptune.

Admiral Sir Bertram Ramsay did not survive the war. He was killed in an air crash in January 1945 while on his way to an Allied meeting.

VICTORY PARADE

beacon of freedom for the invasion fleet

up the word "gambit" in a dictionary and found this entry: "The pawn you throw away before a big move in chess." It did not particularly thrill him.

Towed to a position south of the Isle of Wight, the three-man midget vessels began their 90-mile trip across the Channel on the evening of Friday, June 2. As well as the crew, they each carried two officers of Combined Operations Pilotage Party.

By dawn on June 4, X-20 was off Juno Beach and X-23 off Sword. They fixed their marker positions by periscope then

dived to the bottom. When darkness fell they surfaced for air and to receive a message which told them that the invasion had been postponed.

They dived once more to wait 24 hours, the occupants passing the time in the cramped metal tubes by playing liar dice and sleeping. The next night the midgets surfaced again to learn that this time the invasion was on. Just before dawn on June 6, the vessels broke surface for the last time and set up their 18-ft. telescope masts, each with a green

light directed to seaward and other navigational aids.

"As dawn broke the invasion fleet steamed towards us," recalls George Honour. "It was an amazing sight — ships of all sizes stretching as far as the eye could see. I could quite imagine the German feelings at that moment."

Main fear now for the X-craft men was that their unusual vessels would be taken for German midget submarines and attacked by the friends they had guided on to the beaches. The invasion

fleet, however, seemed too busy with other matters and eventually the submarines were taken in tow by trawlers for the passage home.

Very few knew of the vital role they had played. In a report which was still secret long after D-Day, the Naval Commander of Sword sector, Rear-Admiral A. G. Talbot, describes X-23's mission (and thus that of X-20) as "an exploit of fine courage and no ordinary hazard and endurance."

"The weather was such that all occupants were washed off the casing at one

time or another and much water was shipped which necessitated continual pumping. Sixty-four of the 76 hours were spent submerged in this small craft."

They won the praise, too, of the Allied Naval C-in-C, Admiral Ramsay, who commended the "great skill and endurance" shown, and added:

"Their report of proceedings, which was a masterpiece of understatement, read like the deck log of a surface ship in peace time, and not of a very small and vulnerable submarine carrying out a hazardous operation in time of war."

D-DAY OPERATION NEPTUNE



Tanks and armoured carriers crowd the shore as a Commando landing craft prepares to hit the beach.
Picture: Imperial War Museum



Royal Marine Commandos wade ashore near St Aubin. One is carrying a small motor-cycle.
Picture: Imperial War Museum

FACING the severest test of their fortitude and courage since their formation into Commandos a year before, Royal Marines assault troops bore the brunt of some of the bitterest fighting to win the beaches.

On the eastern flank, 45 Cdo and three Army Commandos formed the 1st Special Service Brigade under Lord Lovat. Task of the brigade was to land on Sword Beach, seize high ground around Ouistreham, link up with 6th Airborne Division which would be dropped to the south, and hold an area east of the Caen Canal and River Orne.

Their baptism of fire came when they were still a mile offshore and German guns opened up, hitting many of their 45ft. landing craft. For Sgt. Arthur Gray, leading a support section of A Troop, there seemed little to do but grin and bear it as he crouched in the bowels of his landing craft:

"B Troop's craft on our starboard was hit, black smoke billowing up from the bows, but she sailed on. Then down went the ramps in our craft, pushed over the bows by gallant seamen."

A shell exploded alongside the vessel, rocking the ramps and throwing one of

his comrades into the sea. He and others grabbed the floundering man and, in three feet of water, waded on to a shore swept by enemy small-arms fire.

"There was a strident roar from the second-in-command, Major Nicol Gray, who was aboard with A Troop, telling us all that this was France and that we had to stay. It spurred us on despite personal loads of 60lb., consisting of spare ammunition, signal sets and lightweight ladders for bridging."

Harassed all the way by machine-gun fire, the commandos scrambled across the beach and through swamps to a wood half-a-mile inland where they came under mortar fire, Sgt. Gray beating one of the lethal mortar bombs "by a short head" when he was called to a briefing in a ditch.

There was fierce fighting around Ouistreham and the canal and River Orne crossings, the commanding officer

of 45 Cdo (Lieut.-Col. Charles Ries) suffered severe wounds at a crossing over the Orne, known since the landings as Pegasus Bridge.

By late morning the Marines had made the link with 6th Airborne and moved on, under Major Gray, to their next objective — Merville. Sgt. Gray and his comrades had heard over their radios that an enemy battery ensconced in the locality had been silenced, but the Germans returned to man their guns before the commandos attacked. A Troop once more came under heavy fire before they ousted their stubborn opponents.

Thankful that his section was still intact, Sgt. Gray sited his Bren-gun group in the eastern part of Merville and then spent an uncomfortable half-hour as mortar bombs and machine-gun fire were directed his way from a small wood.

Mortar fire, shelling and spasmodic attacks went on through the night. But there was time to brew up and take stock. In 24 hours Gray had sailed from Warsash near Southampton, crossed the Channel and had landed in France. He had survived the beach defences and the gauntlet of fire inland; his unit had crossed a canal and a river, had taken a village and all the men under his command were alive.

Yet they were still vulnerable, and Gray was all too conscious of that. They were holding on at the eastern edge of the Normandy beach-head near an area where German tanks had been reported. Their commanding officer had been knocked out of the campaign, ammunition was running low and over two miles separated them from their comrades. Inside their defensive position were German prisoners and several of their own wounded.

But 45 clung to France, standing firm for many more days of bitter fighting against an enemy threatening to surround their advanced position.

A few miles to the right 41 and 48 Cdos (Lieut.-Cols. Gray and Moulton respectively) had landed in the initial assault with the 3rd British and 3rd Canadian Divisions.

Reef

On this sector, straddling the dividing line between Sword Beach to the east and Juno to the west, was a stretch of shoreline protected to seaward by a five-mile long reef which separated the two units.

For the commandos there, almost everything seemed to go wrong. On the western side of the reef, 48 Cdo's front, it had been intended that a Canadian battalion would clear the beach defences after the landing area had been sub-

Masters of the beaches



Beaches crowded by vehicles, obstacles, landing craft and men gave the Beach Masters a "superhuman" task.
Picture: Imperial War Museum

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equipment. The next day he embarked in ss Munster and on June 5 sailed for Spithead to join the invasion fleet.

Off Juno Beach, Lieut. Paterson experienced his first shock of D-Day action when, close alongside his ship, an escorting destroyer was sunk by a mine. (This was probably HMS Wrestler, one of only two destroyers lost on D-Day. The other was the Norwegian ship Svenner, torpedoed off Sword Beach).

For him there followed an uncomfortable, two-hour trip in a Landing Craft Assault until, at 07.40, he went ashore with his party near Courseulles.

Gruesome

Trying to avoid mines secured to beach obstructions, the lieutenant waded in, holding above his head a briefcase containing secret maps, operational orders, field postcards, 200 Occupation Francs, and — in execution of Capt. Maude's order — a bottle of Haig scotch. (The Occupation Francs could, by order, only be spent on "Camembert cheese and French postcards!")

They set up HQ in a knocked-out enemy gun emplacement, first having to undertake the gruesome job of removing the bodies of the former occupants. There was a constant flow of men and vehicles over the beach and Lieut. Paterson's party were kept busy sorting out traffic jams, removing and marking beach obstacles, supervising the embarkation of wounded for return to the UK, and ensuring the speedy disembarkation of men and equipment immediately an

incoming craft hit the beach.

By midnight Paterson was tired and still wet. The Haig worked wonders.

Next day work began at 05.00 and proceeded under occasional fire from enemy snipers. Among the casualties Paterson evacuated were, ironically, survivors from the craft which he was to have commanded — LCG(L) 831. It had hit a mine.

By D plus Three, blockships (codenamed Gooseberries) were in position off the beach, giving better protection to the landing craft. Over the next ten days the beach party shepherded supplies of ammunition, petrol and comms packs to 3rd Canadians. Meanwhile, the mine-infested shore was being thrashed constantly by tanks equipped with heavy chain flails.

And so it continued until June 18 when traffic over the beaches was halted by the great Channel storm which raged for days. Coasters were called in to the small harbour which had been cleared at Courseulles, but even so evacuating the wounded proved difficult.

Morale was boosted on June 22 by an improvement in the weather and a visit to Juno Beach by the King, Churchill and de Gaulle. Three weeks later Lieut. Paterson was back in Britain to prepare for another D-Day — on Luzon in the Philippines.

● Ronald Paterson retired from the Royal Navy as a lieutenant-commander in 1950 and was subsequently ordained into the Church of England. He is now Vicar of Swanmore, Hants., and Chairman and Chaplain of the D-Day and Normandy Fellowship.



Marines push inland to their objectives.

Picture: Imperial War Museum



Lieut.-Col. J. L. Moulton. He led 48 Cdo through a hail of fire.



Sgt. Arthur Gray who, with A Troop 45 Cdo fought his way inland.

Craft that pressed on through a gauntlet of fire

"Conditions of wind and sea on the day of sailing were in my appreciation unexpectedly severe for the launching of an operation of this type and imposed a high test on the landing craft crews. Their spirit and seamanship alike rose to meet the greatness of the hour and they pressed forwards ashore, over or through mined obstacles, in high heart and resolution; there was no faltering and many of the small landing craft were driven on until they foundered." — from the report of the Allied Naval Commander Eastern Task Force, Rear-Admiral Sir Philip Vian.

SHELLS howled around Able Seaman cox'n Jim Edwards as he drove his assault landing craft towards Juno Beach. Over his head passed rounds from bombarding ships, but as Edwards guided LCA 416 (Boat No. 5) through choppy sea to close with the shore, his bow man shouted a warning about the "friendly" fire:

"Those blighters are dropping short!"

Edwards saw shell splashes in the water ahead and realised that they were not caused by fire from the ships. "They're going the wrong way," he shouted back. "They're coming out, not going in!" The Germans, it seemed, were making a determined effort to get LCA 416.

As he neared the beach the noise of gunfire and exploding mines was deafening. Several landing craft had hit obstacles and were out of action. Edwards



AB Jim Edwards ... dodged the beach obstacles.

had to use all his skill to weave slowly in and out of "Rommel's asparagus," eventually managing to beach the craft and get all his soldiers safely ashore.

He had a good crew — the bow man, the stern sheet man and a jolly good stoker named Bert Buckley. He could depend on them all.

He would need to, for getting away from the beach was even more arduous, the rough swell making it difficult to dodge the maze of mined obstacles.

On his way back to his parent ship, HMS Duke of Wellington, Edwards found that his flotilla officer, a Lieut. Corbett, had not been so lucky. His boat had been holed, but had remained partially afloat.

The lieutenant was perched on the port corner of the stern end, the only part above water. "Hello, No. 5," he said calmly as Edwards drew alongside. "Glad you came along." Edwards embarked the stranded officer and completed the run to the ship. Then it was back to the beaches again.

Over at Gold Beach, Marine Gordon Lawrence couldn't help feeling that his landing craft was slightly under-gunned for its task of knocking out an emplacement at Le Hamel.

He was a member of 310 Flotilla composed of ten Landing Craft Support (Light) armed with six-pounder guns

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by land

jected to intensive bombing and bombardment.

The fire had not, however, been brought down as planned and the Canadians proceeded with their primary task of penetrating inland, leaving one company and a few tanks to deal with a concreted, mined and wired strongpoint.

"St Aubin Beach remained under close-range fire from the strongpoint immediately above it, and the underwater beach obstacles, 'Rommel's asparagus,' could not be cleared until later that day," recalls Col. J. L. Moulton (now a retired major general).

"Despite this, beach signs were erected calling in the second and later waves of landing craft, and no attempt was made to direct them a few hundred yards to the flank, which would have saved many lives."

Moulton's Commando was equipped with Landing Craft Infantry (Small)

which, despite their designation, were more than twice the length of Landing Craft Assault, less manoeuvrable, more vulnerable to beach obstacles, presented bigger targets and were harder to beach on a crowded shore.

Col. Moulton watched with envy the LCAs operating successfully in contrast to the sinking and broached-to LCI(S)s with which his unit was equipped. Three of the six craft came to grief on the uncleared obstacles.

The colonel's own LCI stuck momentarily on Rommel's asparagus, but luckily was carried by a wave on to the beach. "As this happened the German strongpoint opened fire, mowing down men in the landing craft nearest to it. Trying to swim ashore, men were drowned."

From his craft he ordered smoke bombs to be fired from mortars which he had had the foresight to mount in each

vessel. The effective screen allowed his men to get ashore as best they could.

Col. Moulton managed to muster what remained of his 600-strong unit at a pre-arranged rendezvous. At half-strength, seriously disorganised as it left the beaches and with many of its best officers and men killed or wounded, 48 Commando nevertheless proceeded to carry out its orders: to clear German defences along the coast to the east and link up with 41 Cdo.

At first they met only light opposition, but in the village of Langrune they found another strongpoint, concreted into a block of houses on the sea front. An attack by B Troop failed and its commander was killed.

Col. Moulton started to lay on a heavier attack, but his brigadier came up to warn him that German armour was heading towards his position. The attack had to be called off and the depleted 48



Digging in ... RM Commandos make their position as secure as possible after relieving glider-borne troops — possibly those of 6th Airborne Division.

Picture: Royal Marines Museum

Cdo was ordered to defend the village.

Next morning Col. Moulton was relieved to learn that the enemy tanks had been halted just a mile or two from his position. Then: "Some of our own self-propelled guns came up. Firing point-blank, they smashed a concrete wall, allowing us to get into the strongpoint and capture it."

There followed a few quiet days for the men of 48 until they were ordered to move once more — across the Orne.

The D-Day experiences of 41 Cdo on Col. Moulton's left were no more enviable. Their landing was costly and they were pinned down on the beaches, with their radios out of action and unable to transmit calls for fire support. They were eventually reinforced by two Army battalions, but night fell with 41 still short of their objective.

There were problems, too, for 47 Cdo, landing on the far right of the British/Canadian sector. They lost a quarter of their 16 landing craft off Port en Bessin, Gold Beach. Of the survivors, 11 had to be beached and only one was able to return to the parent ship.

Undaunted

Weapons and equipment had gone down but, undaunted, 47 Cdo hoped to put matters right with the capture of enemy material from a village expected to be in American hands.

The GIs, however, had run into serious problems on the commandos' right. They were pinned down in bloody conflict on Omaha Beach and had not reached the enemy-held village. Whatever prizes of war there would have to be fought for.

Having cleared the village, the commandos later took Port en Bessin from the rear, eventually being able to call down support for fire after a delay caused by radio problems.

The remaining Royal Marines unit, 46 Cdo, under the command of Lieut.-Col. Campbell Hardy (latterly General Sir Campbell Hardy), went ashore at Sword Beach on June 7.

Three days later they were locked in battle with elements of the German XII SS Division at Le Hamel. Meanwhile, 41, 47 and 48 Cdos had all been deployed on the left of the 6th Airborne east of the Orne and shortly after 46 Cdo joined them there.

Gunners

In all, 17,000 Royal Marines took part in Operation Neptune — not only as assault troops, but as gunners in warships. Royal Marines supplied two-thirds of the crews of assault craft, most of the crews of minor landing craft during the build-up on the beaches, and the headquarters of those craft in the British sector.

The gun crews of support and flank craft were also provided by them and the Admiralty authorised RM officers with appropriate qualifications to command these vessels.

Marines provided half the men for the hazardous task of beach clearance, formed port parties, camp staffs, hard parties and signal units. More perhaps than any other operation, Neptune epitomised the motto of the Corps: "Per Mare Per Terram" (By Sea, By Land).

D-DAY OPERATION NEPTUNE

The good



Royal Marines gun crew of LCG(L) 1007 snatch some sleep after the initial assault. Many of the support landing craft were frighteningly vulnerable as they sat close offshore while bombarding strongpoints.

Picture: Royal Marines Museum.



Marine Gordon Lawrence ... involved in the capture of a manned torpedo.

A German manned torpedo was sighted at 0645 on August 18, at a range of 400 yards from the British craft. The LCS headed towards it and opened fire, but the torpedo pilot took violent avoiding action.

When the range had been closed to 80 yards, LCS 251's commanding officer (Sub-Lieut. Dean RNVR) ordered fire to be reopened with machine-guns at the enemy's cockpit cover. The pilot was killed and the torpedo recovered — one of the first such weapons to be captured intact by the Allies.

Lawrence saw the contents of the pilot's wallet being examined and noted that it contained a four-leaf clover. He remembers thinking that it hadn't brought the man much luck.

firing at it, but it was finally taken out by the big guns of one of the ships behind us."

It was a hair-raising experience for young Lawrence and his fellow crewmen. Their role was to draw fire away from the troop-laden craft. Every day for weeks they followed the same, hazardous procedure, drawing fire from stretches of enemy-held coastline so that other, better-armed vessels, could locate the gun flashes and fire back.

During those weeks they spent the nights lying off the so-called Trout Line at the outlet of the River Orne, a protection against attack from the sea. During an abortive enemy attack on a line of "Gooseberry" blockships, LCS 251 gained an entry in the history books.

HUNDREDS of escort ships, anti-submarine vessels and mine-sweepers were the guardians of the great fleet which gathered off Normandy on June 6, 1944.

On the bridge of the Hunt-class destroyer HMS Holderness, the commanding officer had a shepherding problem. Lieut.-Cdr. Philip Cole, a decorated veteran of the Arctic convoys, had to keep his charge of eight tank landing ships on the straight and narrow, well inside the channel swept clear of mines. It wasn't easy.

The tide was running strongly to the west, and the tail-end of the convoy would keep drifting in that direction and risked hitting a mine. The swept channel was marked with buoys, but Lieut.-Cdr. Cole had great difficulty in keeping the LSTs within it.

One of the problems was that the convoy officer was his senior, and Cole's numerous signals to keep in line were getting irritable replies to the effect that the convoy was in perfect position! It seemed that the Holderness's ten-inch signal lamp was in action all the way to the beaches.

Night patrol

Lieut. Dick Laing RNVR knew the Normandy coastline better than most. As commanding officer of MTB 253 (14th Flotilla), his area of operations had for 18 months before been the Bay of the Seine from Cherbourg to Fecamp.

Two or three times a week individual boats of the flotilla would make night patrols from Newhaven, ready to jump small convoys port-hopping up and down the Channel.



Lieut.-Cdr. Philip Cole on the bridge of his destroyer HMS Holderness.

On June 7, MTB 253 was ordered to Normandy from her new base at HMS Hornet. For the following days she patrolled from Arromanches with some success against manned torpedoes. The pilots were generally captured, and impressed Lieut. Laing with their bravery.

"It required a lot of machine-gun bursts alongside them before they could be persuaded to dismount. Some were very surly Nazis and had to be closely supervised once they were on board."

Crewman of Motor Gun Boat 317, C. G. Neville, remembers running fights with E-Boats on the fringes of the invasion area — and one particularly upsetting incident:

"A German cannon shell exploded in the rum locker and destroyed five gallons of rum which drained through



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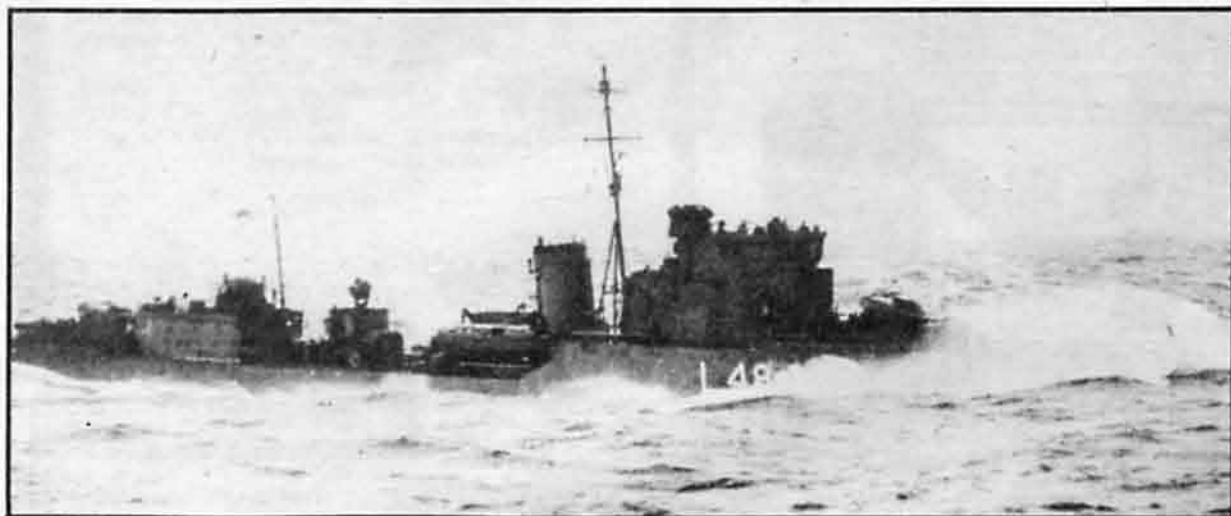
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shepherds



HMS Holderness, a Hunt-class destroyer, pitches in during a rough passage. Part of her task was to guide tank landing ships through clear channels in the minefields. Top right, the invasion fleet heads for Normandy.

Pictures: Imperial War Museum.

the deck into the bilges. In consequence we arrived back in England a little bleary-eyed."

Lieut. Ronald Young, navigating officer of HM anti-submarine trawler Northern Pride, recalls a tense 24 hours as part of a chain patrol, closely anchored to form a physical barrier against manned torpedoes, underwater swimmers and radio-controlled electric motor-boats carrying high explosives.

Suddenly, the next ship in the line — HM A/S trawler Lord Austin — was lost in a huge explosion, officially thought to be caused by a mine. Young suspected it was a torpedo.

While the Channel storm raged later in the month, the Northern Pride was detailed to help form another protective

screen around the battleship HMS Rodney, which at the time was firing her 16-in. guns in support of the Allied assault on Caen. The swell was so bad that the Northern Pride's anchor would not hold and for three days she had to steam slow ahead just to maintain position.

Mistaken identity

Sometimes, friends became a threat, too. Signals were intercepted by Lieut. Young's ship that the cable vessel Ariel had been damaged by gunfire from a US craft. In the gloom the Americans had apparently mistaken the Ariel for a U-Boat!

"It was only steam escaping from the

fractured steampipe of the ship's siren that saved her from being sunk. The bridge was shot away with many casualties."

Such shepherds as the Northern Pride often found themselves with thankless jobs, as did many of the minesweepers.

However, in his report, Rear-Admiral Sir Philip Vian commented: "The mine-sweeping flotillas had a very unsatisfactory task in that some of the mines laid by the enemy were proof against their sweeping gear. In spite of casualties, the long hours of sweeping in mid-summer, and apparent lack of success, they did in fact detonate a large number of mines, making a substantial contribution towards holding the enemy effort."



Lieut. Ronald Young, navigating officer of an A/S trawler.



Lieut. Dick Laing, commanding officer of MTB 253.

OUR THANKS

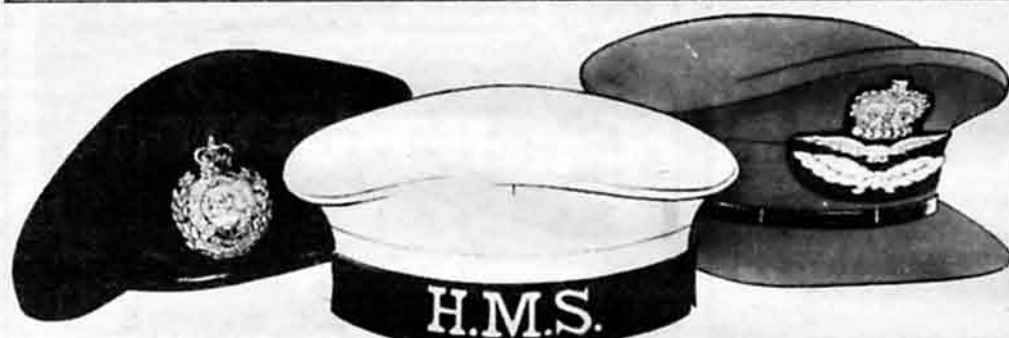
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D-Day anniversary supplement compiled and edited by Anton Hanney



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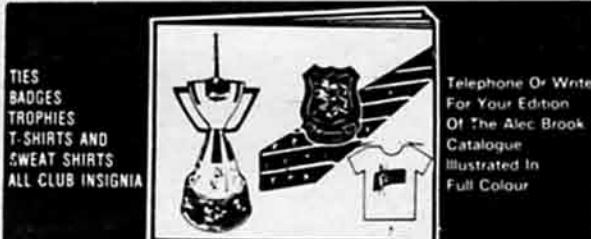
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THE BATTLE for the 1984 national Uckers title at Portsmouth over the week-end April 27-29 was a winner for the Double Seven committee of the Royal Naval Association who staged the event.

If its aims were also to bring together serving and ex-serving naval personnel, their wives, families and friends, it could not have been more successful.

Of the 64 teams, many from RNA branches, (included headquarters represented by Capt. Jim Rayner RM and his wife Trish), the majority were from HM ships, submarines and shore bases — proving that Uckers is by no means yesterday's naval game.

And it was the Royal Navy which won the day. The winners were LSA Matthew Mackie and STD Paul Allen of HMS Birmingham, with LMEM(L) Kevin Ladbroke and POMEM(M) Alan Denham of HMS Russell (harbour training ship, HMS Sultan) the runners up.

From Friday, when the championship was officially opened by Capt. Don Beadle, General Secretary of the RNA, to Sunday, when the Commodore of HMS Nelson, Commodore David Watts, presented the prizes, excitement ran high in the Royal Naval Home Club.

CARNIVAL MOOD

Fun, colour and carnival mood prevailed on the final day when the team from the Birmingham and the Russell battled for the title with dice and counters on a 24ft. square board, using buckets as dice shakers.

With much heckling from referees and supporters, many in fancy dress, the Birmingham's luck was in. The title was theirs.

Although the winners returned to their ship laden with prizes, including the Navy News Trophy, with as many prizes again for the runners-up, the championship was not so much about winning as about contestants enjoying the event.

DANCE DISPLAY

After the championship and before the traditional sippers was passed around by the winners, the Gosport Charity Girls gave a display of lively dancing which was followed by some impromptu sketches and songs.

Nelson debate

WITH 21 motions on the agenda for the 1984 conference to be held in HMS Nelson at Portsmouth on June 16, the day promises some lively debates.

The National Council's motion that the rate of annual subscription be increased to £2.50 from January 1, 1985, is challenged by Leyland branch, who propose that due to the recession subscriptions be unchanged — or better still reduced.

CONFLICT

This conflict of views will undoubtedly be resolved, as will motions relating to rules and administration which occupy the attention of many branches.



Above — Pictured with the Commodore of HMS Nelson, Commodore David Watts (centre) are national Uckers championship prizewinners (from left) LMEM(L) Kevin Ladbroke (Russell), LSA Matthew Mackie and STD Paul Allen of HMS Birmingham, and POMEM(L) Alan Denham (Russell).

Left — All dressed up and somewhere to go are members of the Gosport RNA and the PTIs' Association, whose appearance as the "Terrible Turks" and their slaves added to the fun of the national Uckers competition.

LA(Phot) Roger Ryan.

See you again at the Sunshine reunion

IF THE Double Seven committee scored a big success with the national Uckers championship, they scored another by organising a very enjoyable families reunion at the Sunshine Holiday Village, Hayling Island, over the week-end March 30-April 1.

Almost 500 shipmates, wives and families enjoyed a full social programme, the guests of honour being Shipmates Tom Davies (National vice-

third standard and includes among its life members husband and wife Shipmates Harry and Dore Hannabuss. Longest serving member is Shipmate Ron Cook, who joined the branch in 1941.

At Stockton's annual meeting the following were elected officers: Shipmate Parkinson (president), Shipmate McGillicuddy (chairman), Shipmate Smurthwaite (secretary) and Shipmate Lee (treasurer).

HOUSE OF COMMONS

An outing to London as guests of Shipmate Colin Shepherd MP, a member of Hereford branch, was enjoyed by 35 shipmates and their wives who, after a tour of the House of Lords and the House of Commons, adjourned to a local inn for suitable refreshments. The President of the Association, Vice-Admiral Sir Ernle Pope, attended the spring church service and parade held by the branch at Much Marcle on May 6.

More than 360 shipmates and wives from Norfolk, Suffolk and Essex joined No. 5 Area dinner dance held for the first time in Norwich and organised by the local branch. The guest of honour was Rear-Admiral Kenneth Wilcockson, former Director General Naval Personnel Services.

In keeping with tradition the loyal toast was made before dinner and Grace was said by the Rev. Basil O'Ferrall, former Chaplain of the Fleet.

To honour the 80th birthday of Shipmate Striepy Burrells, one of the most respected members of Willesden branch, his fellow shipmates held a social at which he was awarded No. 1 Area

Shipmate of the Year award, the second time he has received this honour.

Striepy, a regular visitor to the Star and Garter Home, is renowned for his concern for the less fortunate, particularly the old sailors resident in the Home. His praises were sung at the birthday party in a poem written in his honour by Shipmate Dave Eames of Aldenham branch. Shipmate Nobby Clarke, national council member No. 6

Area, also paid tribute to Striepy. The evening ended with "Splice the Mainbrace."

The first dispatch from Capenhurst, near Chester, says members followed the "Shipmate" saga with interest and found Mrs. Blight's final letter (April, Navy News) rather touching. They hope she and her husband rejoin their branch.

News too, of a life membership conferred on ex-chairman of ten years, Shipmate Bill Black.

Shipmate Harry Williams and his wife and daughter attended the unveiling of the Falklands Memorial at Sally Port, Portsmouth. Their 21-year-old son died in HMS Coventry in the Falklands war.

BROADSWORD VISIT

The branch entertained members of the ship's company of HMS Broadsword during her visit to Liverpool and in turn members were entertained aboard HMS Danae when the ship visited the port.

The commissioning of Royston, Herts, branch, performed by Shipmate W. E. Clark, was attended by Rear-Admiral Kyrie-Pope, the Mayor, and other dignitaries. Nine standards were paraded and the guard of honour was provided by the Hitchin Sea Cadets. At a reception which followed, attended by 180 shipmates and guests, an excellent buffet was provided by the ladies committee.

The following shipmates were elected officers of the branch: Bill Jacklin (chairman), Jim Anderson (vice-chairman), George Fleming (treasurer), and Derek Hawkins (secretary).



"Sure you can go to the RNA 'do' in that dress . . . as long as you go on your own!"

OBITUARY

Shipmate Vic Jenkins, Deeside, April 11.
Shipmate David Blyth, Oxford, April 6.
Shipmate Joan Hastie, Southampton, April 18.
Shipmate C. Vookins, Walsley, April 24.
Shipmate Jim Kilvington, Stockton, April 8, aged 61.
Shipmate C. Heel, Darlington, April 20, aged 66.
Shipmate Cdr. J. C. Boldero, vice-president Bridport, aged 85.
Shipmate Norman Pearce, Henfield and District, May 10.
Shipmate Leslie Postle, vice-chairman and founder member Winchester, May 12, aged 65.

BELFAST LAYS PLANS FOR CONFERENCE '86

FROM No. 12 (Irish) Area comes news of plans being laid to welcome delegates to Belfast for the 1986 RNA conference.

With the assistance of the Senior Naval Officer, Northern Ireland, an organising committee representing the RNA branches of Bangor, Belfast, Cork, Dublin, Limavady, Lisburn, Mid-Antrim, Syden-

ham (Belfast) and the newly-commissioned Whiteabbey, is planning a great week-end for visitors.

The commissioning of Whiteabbey, performed by Shipmate H. R. Smyth, national council member, was witnessed by Cdr N. R. M. Whinney, Senior Naval Officer, Northern Ireland, and Shipmate H.

Barlow, the vice-president.

Thirty-four shipmates attended the ceremony after which the following shipmates were elected officers: W. Ellis (chairman), C. Todd (vice-chairman), M. Bankhead (secretary), Mrs. K. V. Barlow (treasurer, ceremonial adviser and PRO), and L. Hunter (welfare).

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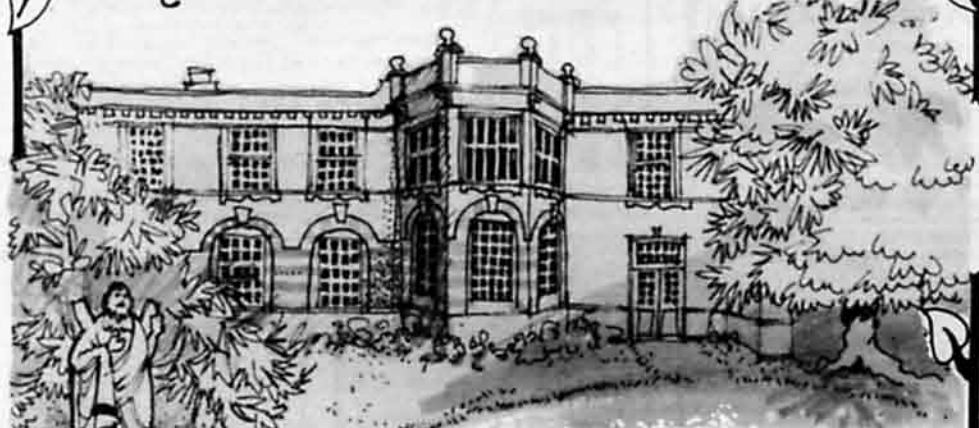
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Brabant team in fall drama

MEMBERS of the winter party to Brabant Island, Antarctica, were involved in a rescue mission when one of the Joint Services expedition fell 40ft. with a sledge into a hidden crevasse.

International Rock Race

THE commanding officer of HMS Rooke (Cdr. T. Goetz) started an international Top of the Rock Race on May 5 when a field of 150 runners included teams from most ships which had taken part in Exercise Open Gate.

Among them were personnel from HM ships Danae, Achilles and Sirius and RFA Plumleaf, and they were led from the start by LPT Jock Stewart, from the Achilles, who won in a very respectable 19 min. 45 sec.

Second was Sgt. Dorenbos, from HMNIS Tromp, closely followed by AB Street, from the Danae, and the Achilles won the team event.

Six of best in Antrim

ONE of the events associated with HMS Antrim's final entry into Portsmouth was a dinner at which the commanding officer (Capt. Jake Backus) entertained six former commanding officers.

There was also a last families day held on board.

During her Royal Navy career the Antrim steamed 442,000 miles.

Capt. Nick Evans, Yorkshire Regiment, disappeared into the crevasse, but was held by Cpl. John Beattie, of the Royal Air Force, to whom he was roped. L/Cpl John Spottiswood, RE, led a rescue operation which took two hours to complete, after which the party recuperated in a snow hole.

Spottiswood, Evans and M. Francoise de Gerlache remained in the snow hole for three days with little food while three other members of the party went for help. Evans made a complete recovery from shock and exposure.

Blisters

In another incident, geology student Mike Ringe was returned safely to base by skidoo after suffering from severe ankle blisters while with a team at Cape Roux. Ringe was looked after by expedition leader Cdr. Chris Furse while others returned for help.

The expedition reports that in mid-May the temperature had dropped to minus five degrees, with snow and gales heralding the arrival of winter.

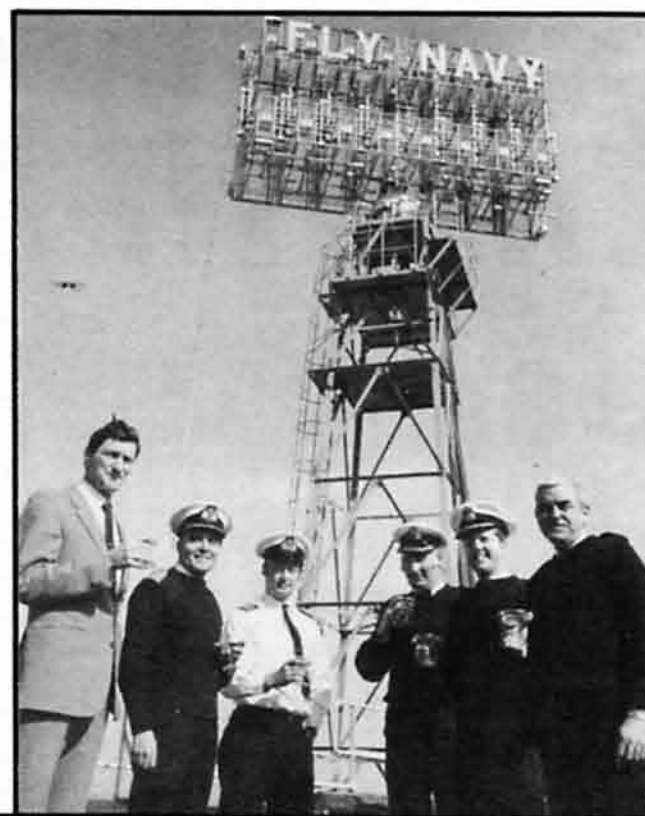
Award

There was warming news from home for the winter party in the form of the Rolex Award for Enterprise, the top international accolade for the world's adventurers.

Flight-Lieut. Bill Hankinson,

deputy leader, received the £20,000 award on behalf of the expedition at a ceremony in Geneva.

● Brabant Island first day covers are on sale to raise money towards the cost of the Joint Services expedition. Details are available from the Bradford Stamp Centre, 389 Thornton Road, Gillingham, Bradford, West Yorkshire BD8 9BJ (tel. 0274 487352).



Bedstead grounded

A WELL-KNOWN Yeovil landmark, the Radar Type 965 (P) "Fly Navy" aerial next to the Air Traffic Control Tower, has been formally decommissioned.

A feature of the Yeovil skyline for quarter of a century, the aerial had its "Fly Navy" added in 1971 by staff of the Air Direction School.

To mark the occasion of the decommissioning a small celebration was held and several aircraft which have used the radar during its service were present. Attending too

were (from left in picture) Mr. Brian Grant, chief pilot flight refuelling/RCA; Capt. R. J. Northard, commanding officer, HMS Heron; Lieut.-Cdr. Michael Moore, senior Direction officer; Cdr. J. C. W. Lock, executive officer, HMS Heron; Cdr. A. F. Hutchison, commander (Air); and CAEA(R) Alan Taylor, from Ground Radio Yeovil, who has maintained the radar for much of its life.

The 965 "bedstead" will be removed in due course but the tower may well stay if the Royal Marines have their way — it's ideal for abseiling.

Orkney gives aid

AFTER a short period in her base port of Rosyth for maintenance and leave, HMS Orkney sailed to resume offshore patrol duties with a new commanding officer, Lieut.-Cdr. J. R. M. Prime.

With little fishing activity in the North Sea over Easter, the priority became to keep in touch with the oil rigs. On Easter Sunday the rig support vessel Grampian Peterel asked for assistance with a cylinder she had found floating near the SEDCO 714 rig.

AMMONIA

Lieut. A. Wilkinson, the first lieutenant, and CPOMEA(M) Cane examined the cylinder and found it to be leaking ammonia gas. It was transferred to the Orkney, vented, and landed in Newcastle during a stand-off in the Tyne.

With Mr. Martin Haddon (Assistant Secretary at the Ministry of Agriculture, Fisheries and Food) embarked, the Orkney sailed from Newcastle and was soon involved in the rescue of a motor launch drifting north of Sunderland.

POMEM(M) Thompson got its engines restarted, and the vessel was escorted to Sunderland before the Orkney returned to patrol duties in the North Sea.

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Entry is normally at 11 through examinations held in February each year but pupils of other ages can be admitted by individual arrangement with the Headmistress.

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ROYAL NAVAL BENEVOLENT TRUST

Trust still cares, 40 years on

WITH THE D-Day 40th anniversary celebrations very much in the news at the moment, it is interesting to learn that the Royal Naval Benevolent Trust is still helping men who took part in Operation Overlord.

Mr. Albert McGorie of Newcastle served with the Royal Navy Commando H3 and landed on Juno Beach with a French Canadian unit at 0530 on June 6. He remembers that it wasn't as much fun as the "rehearsals" carried out at Ayr and Troon!

He recalls that the Compo rations were marvellous and tells a story about a duty cook heating tins of date pudding

without first piercing the tins. Everyone dived for cover as the tins exploded, and the cook emerged from behind his canvas screen covered in pudding. He was promptly nicknamed "Flying Duff."

Albert, now nearly 70, suffers from emphysema and chronic bronchitis, and although he is still mentally very agile, is unable to walk more than a few yards. In conjunction with the Royal British Legion, the RNBT has raised £750 towards

the cost of a small car for Albert and his wife Ethel.

Another D-Day veteran to receive help from the Trust this year is Mr. Richard Robins of Hartlepool.

He was involved in operations from Devonport in HMS Brissenden and also on E-boats patrolling the Channel out of Sheerness. At midnight on June 5 his boat left Portsmouth to join convoys and tank landing craft just outside the harbour.

They escorted the big ships across to Normandy, and later used Cherbourg as a patrol base after it had fallen on June 26.

Richard now suffers from severe angina and arthritis. His wife, May, also suffers from arthritis. Consequently they need to keep their house warm, which is an expensive business.

In 1982 the RNBT helped with a grant of £109 to clear a gas account, and this year gave the couple £60 to buy a calor gas heater, bottle and regulator.

Record benefits

DURING the 12 months ended March 31, the Grants Commission of the RNBT helped the naval community to the extent of £396,116. This figure included £42,326 to serving men and their families.

More than 4,300 applications for help were received during this time.

Another £164,141 was distributed in regular payments and annuities, bringing the RNBT's total outlay to £560,257 — a new record.



Congratulating Mrs. Florence Ahern on her 100th birthday are FCMEA Bill Gartell of the RNBT, and her sons Mr. Frank Ahern (standing left) and Mr. James Ahern (right). Picture: HMS Drake Photographic Section.

Oldest annuitant is 100 years old

MRS. FLORENCE AHERN, the Royal Naval Benevolent Trust's oldest Jellicoe Annuitant, celebrated her 100th birthday on April 19.

She received a telegram from the Queen and the Minister of Health and Social Security, and was personally congratulated by FCMEA Bill Gartell, chairman of the RNBT's Devonport Local Committee.

Mrs. Ahern's late husband John served in the Royal Navy from 1894 to 1919. Her eldest son, James, now 71, also served in the Navy. He joined

up in 1942 and was invalided out in 1946.

James was in the Supply Branch, and during Operation Overlord was in HMS Drake catering for up to 17,000 men involved in the invasion. Younger brother Frank, now 69, joined the Army in 1940 and was discharged as a WO1 in 1946 after serving with the 8th Army in Egypt, Libya and Italy.

Mrs. Ahern was first helped by the RNBT with a doctor's account in 1934. She was awarded a Jellicoe Annuity of ten shillings a week in 1954. Her annuity now stands at £4 a week.

George (101) is latest recruit

NEWEST inhabitant of Pembroke House is 101-year-old Mr. George Burns, who served in the Royal Marines Light Infantry from 1900 to 1925.

George was admitted to the RNBT's home for the aged ex-naval men at Gillingham on April 29. A Glaswegian, he had lived alone in the city after his wife died in 1974, finally accepting at the age of 99 that he needed a home help.

RUN ERRANDS

Even then, George continued to run errands for his neighbours until he broke an ankle at the age of 100.

He was serving in HMS Bulwark at the Battle of Jutland and later was employed as a flunkey in the Royal Yacht Victoria and Albert. He remembers serving whisky and soda to King Edward VII.

Henry's back on the move



FORMER AB Henry Moore (left) will have a little more freedom this summer, thanks to his new invalid chair.

Henry (73), of Redcar, Cleveland, suffered a stroke in 1976 and has been virtually confined to barracks ever since. The Trust and other funds helped him to get a wheelchair in 1978, but it was due for replacement last year at a cost of £1,200.

RNBT granted him £839, the Royal British Legion contributed £271, and the Royal Naval Association club at Redcar raised £352.

Henry, whose memory was impaired by the stroke, served in the Navy as an able seaman during the Second World War. He fought in the North African campaign.

When they're stacked against you . . .



. . . it's on the cards that RNBT can help

Applications for assistance to the Grants Committee, 2A Tipner Road, Portsmouth, Hants PO2 8QR

General inquiries to Head Office, High Street, Brompton, Gillingham, Kent ME7 5QZ.

ROYAL BROADSWORD

HMS BROADSWORD's ship's guard is thinking of turning professional after a particularly busy programme of ceremonial and public appearances. On two occasions the guard has formed in the presence of royalty.

The first was for Princess Alexandra's visit to the ship at Devonport on April 26 to unveil the frigate's new Falkland Islands battle honour, and the second was to provide a naval

presence when the Queen opened the International Garden Festival at Liverpool.

And there was more ceremonial when the ship's company took part in the annual Battle of the Atlantic celebrations in Liverpool, then went on to Chester to exercise their freedom of the city by marching through the streets.

The Broadsword arrived in Liverpool on May 1 for a busy nine-day visit, starting with the Royal opening of the Garden Festival the following day. During the Battle of the Atlantic

celebrations, the Broadsword acted as flagship for Flag Officer Plymouth, Vice-Admiral Sir David Brown.

Activities included hosting a cocktail party for 300 guests during which the Royal Marines Band of Flag Officer Plymouth Beat Retreat.

Other main events included the Captain Walker's Old Boys' memorial service at Bootle Cenotaph, and the Battle of the Atlantic commemoration service in Liverpool's Anglican cathedral. The service was followed by a flypast of maritime patrol aircraft from the UK, the Netherlands, Norway, Belgium and Australia.

KNM Trondheim and BNS Westhinder berthed astern of the Broadsword in Brocklebank Dock, providing an Allied presence from Norway and Bel-

Pictures:
Wren(Phot) Chrissy Lawton.

gium. Members of the Captain Walker's Old Boys' Association and their families toured the three ships, and about 2,300 people visited the Broadsword when she opened to the public on the Sunday afternoon.

The Liverpool trip provided the Broadsword with a welcome opportunity to make a two-day visit to Chester, the ship's affiliated city. Highlight of the occasion was a parade through the city by 160 officers and men, accompanied by the Band of the Blues and Royals who were led by their Director of Music, Major Brian Keeling.

The salute was taken by the Mayor of Chester, Councillor John Crawford.

After the parade the marchers were given a civic lunch in the Town Hall, at which the mayor, who holds the historic title of Admiral of the Dee, presented Capt. Tony Norman, commanding officer of the Broadsword, with the HMS Chester clock, one of three which the city gave to the First World War cruiser.

Special dispensation had to be sought from the Admiralty Board to present the clock to HMS Broadsword in recognition of the strong links which have grown between the city and ship since the freedom was granted in 1979.

In the afternoon members of the ship's company attended the Chester races, and a civic reception in the evening for officers and their wives completed a memorable day.

Other events included a mini-Olympiad between ship and Chester College of Further Education.

Meanwhile, in Liverpool, the ship was open to tours from affiliated Scout, Guide, Cub and Brownie packs from Chester, and from local schools. Other visitors included the



Pictured at the International Garden Festival with celebrities Jon Pertwee (left), Bill Tidy (centre) and Ken Dodd, are these sailors from HMS Broadsword.

Abbeyfield Old Folks' Home and the Hill Top School for Handicapped Children, both of which have been adopted by the Broadsword.

But the most unusual visitors were two chimpanzees from Chester Zoo who found themselves having lunch in the wardroom!



Sailors from HMS Broadsword got a temporary "swap draft" to the Yellow Submarine at Liverpool's International Garden Festival.



PRINCESS ALEXANDRA unveiled the Falkland Islands battle honour on board HMS Broadsword at Devonport on April 26. The Princess launched the ship at Yarrow on the Clyde in 1976 and also attended her commissioning at Devonport in 1979.

Princess Alexandra spent about 40 minutes talking to members of the ship's company and their families, and met many Falklands veterans. Among them was Capt. Bill Canning, who commanded the Broadsword during the war but who has since left the Navy.

Capt. Tony Norman, the present commanding officer, accompanied the Royal visitor when she inspected the ship's guard.



HERMES SUNSET

BY MICHAEL WHITEHAND



Especially commissioned by the publishers, Newstead Publishing (1983) Ltd., this superb fine art print captures a different mood to that usually depicted in warship prints. The emotions evoked by this sunset view of HMS Hermes will act as a constant reminder of the major role that she has played in the Royal Navy during her 25 years of service.

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'The Longest Day' goes on and on

TWENTY-TWO years ago, Hollywood tycoon Darryl F. Zanuck spent all the money he had — plus a few more million he managed to borrow — on a mammoth reconstruction of the D-Day landings.

"The Longest Day" was an instant success and became a classic celluloid drama of the events of June 6, 1944. The all-star cast included episodic appearances by such box-office winners as John Wayne, Henry Fonda, Robert Mitchum, Sean Connery, Kenneth More . . .

FILMS AND VIDEOS FOR THE FLEET

In this the fortieth anniversary year of D-Day, the epic is now available on video in the library of the Royal Naval Film Corporation. Shot in black and white, it has a newsreel quality combined with an awesome display of hardware and pyrotechnics.

Most major engagements of the Second World War have had a film

made about them at some time or another, and the RNFC's catalogue also includes "Battle of the River Plate" about the cornering of the German pocket-battleship Graf Spee; "The Battle of Midway", a decisive air-sea contest in the Pacific War; and "The Battle of the Bulge", a slightly less factual account of the Germans' last

major offensive through the Ardennes in the winter of 1944/45.

Three new 16mm films have been released to the Fleet by the RNFC. They are:

Slayground (18) — Peter Coyote, Mel Smith. A bank robber accidentally kills a child while making a getaway. The child's father is a millionaire with nothing on his mind but vengeance. Columbia-EMI-Warner. No. J84.

ing on his mind but vengeance. Columbia-EMI-Warner. No. J84.

Christine (18) — Keith Gordon, John Stockwell. Stephen King story about a downtrodden student who acquires "Christine", a 1958 Plymouth Fury car with a life and very evil personality of its own. Columbia-EMI-Warner. No. J85.

Running Brave (PG) — Robby Benson, Pat Hingle. True story of a modern-day Sioux Indian and his fight against the odds to win a place in the Olympic Games. ITC. No. J86.

Royal root of naval welfare

ENGLAND'S "Welfare State" is regarded as having originated in the post-World War aim to create "a land fit for heroes to live in," but it could be claimed that it began hundreds of years before that.

Appropriately enough, the need to care for the nation's maritime heroes, as long ago as 1696, led to the passing of the Register Act. "For the Increase and Encouragement of Seamen."

By this measure, all seamen, Royal Navy and Merchant, had to have sixpence a month deducted from their pay. In return they would become eligible for the benefits of Greenwich Hospital "if by age, wounds, or other accidents they were disabled."

BOOKS

The story of repaying England's debt to her sailors over three centuries is told in "Greenwich Hospital: A Royal Foundation 1692-1983" by Philip Newell. Copies (price £6.95, including postage) may be obtained by writing to The Director of Greenwich Hospital, 13 Devonshire Square, London EC2M 4TQ.

In recent years, as the State's welfare benefits system devel-

oped, the hospital's resources were progressively diverted to the Royal Hospital School at Holbrook, Suffolk, which has now become the foundation's most important beneficiary.

The school, which is magnificently situated, is known throughout the Service, and is a fitting memorial to the Christian concept of Queen Mary in the late 1600s, whose determination to build a home for old sailors became "the darling object of her life."

Free to choose

For 165 years a total of more than 20,000 elderly and disabled seamen lived out the end of their days at Greenwich, and for over a century the hospital paid out-pensions to old sailors and their dependants.

The new school at Holbrook came into being in 1933. Twenty years later, when the 100-ft rigged mast was taken down as unsafe, it marked the passing from a purely naval tradition to an educational establishment which can take its place in any company.

The boys there — sons and grandsons of seafarers — are free to choose whatever career they please, although many of them still opt for a life at sea.

Flawed barrier in the Pacific

A PROVOCATIVE study of the war in the Far East is offered in "The Barrier and the Javelin" by H. P. Willmott, published by Arms and Armour Press (price £17.95).

This volume, the second of a trilogy, deals with Japanese and Allied strategies from February to June 1942, and is based on the premise that right from the start the Japanese failed to understand the nature of the war they unleashed.

They tried to make the

struggle into something it could never be, namely a fortress homeland behind a "Maginot Line" of island defences, powerful enough to make America negotiate.

In the end, crushing defeat came on land, sea, in the air — and industrially.

IN BRIEF

"Keepers of the Sea" by photographer Fred J. Maroon and naval writer Edward L. Beach, published by Arms and Armour Press (price £29), is a collection of superb colour photographs of the ships, aircraft and men of the United States Navy. An eye-catching, coffee-table production.

"Strategy and Diplomacy 1870-1945" by Paul Kennedy, Professor of History at Yale University, published by Fontana Paperbacks (price £3.95). A volume of essays covering some of the most important themes in modern international history.

"The Nautical Almanac 1895" published by Her Majesty's Stationery Office (price £9.50), is the navigator's bible, containing tabulations for the sun, moon, planets and stars for use with a sextant. Also of value to anyone interested in astronomy.

"The Armed Yachts of Canada" by Fraser McKee, published by The Boston Mills Press, 98 Main Street, Erin, Ontario N0B 1T0. An interesting series of stories about 21 ornate, luxury yachts pressed into service with the Canadian Navy during the two world wars. Price is given in Canadian dollars only — at \$24.95.

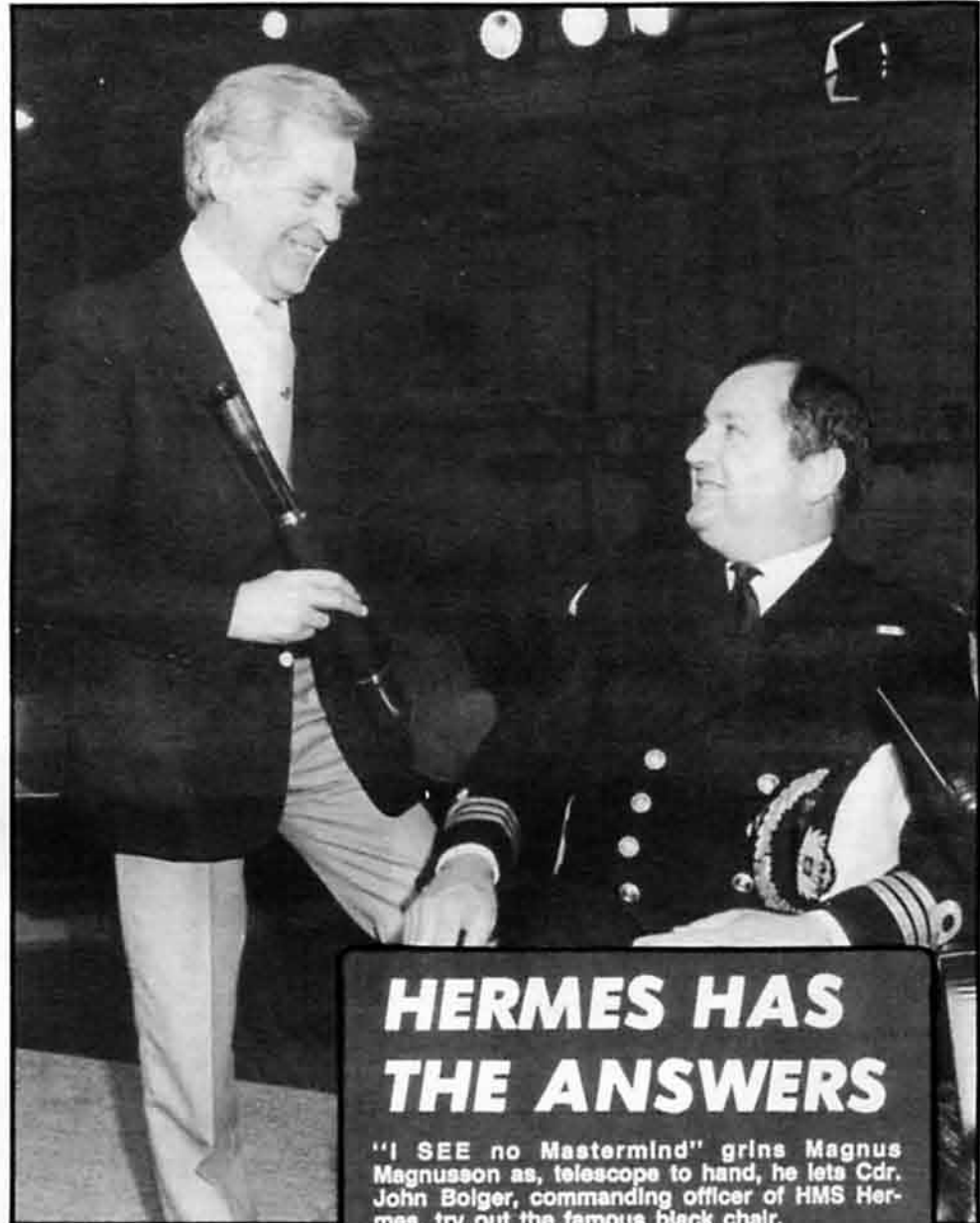
"Merchant Ship Design Since

1945" by Ben Smith, published by Ian Allan (£9.95) looks at everything from massive oil tankers to little hydrofoils. Merchant ships are more specialised than ever after a period of intense change in design and construction.

"Heart of Oak" by Tristan Jones, published by The Bodley Head (price £8.95), completes a sequence of six autobiographical books by a man who has sailed 356,000 miles in small boats and crossed the Atlantic 18 times under sail. "Heart of Oak" is about his years below decks in the Royal Navy during the Second World War.

... and now for something completely different. "Leijonluppu Merella" by V. Auvinen, distributed by Mainmast Books of Saxmundham, Suffolk IP17 1HZ (price £18.25 plus £1.50 p&p) is the first substantial book to be published on the ships of the Finnish Navy. Lots of pictures, some indifferent printing (in our copy), and one unusual problem for our run-of-the-mill readers: it's written in Finnish!

"Springboard for Overlord" by Anthony Kemp, published by Milestone Publications, price £1.95. Soft-cover booklet which sets out to tell, in words and pictures, "the unsung role" played by South Hampshire in the preparations for D-Day.



HERMES HAS THE ANSWERS

"I SEE no Mastermind" grins Magnus Magnusson as, telescope in hand, he lets Cdr. John Bolger, commanding officer of HMS Hermes, try out the famous black chair.

The Hermes, now in Portsmouth, provided her hangar for the BBC Television recording of this year's "Mastermind" final transmitted on May 27.

Winner was deputy head teacher Miss Margaret Harris whose score of 38 was the highest recorded in a final during the 11 years of the BBC-1 programme.

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Nobody does it better at this festival

MOUNTBATTEN Festivals of Music at the Royal Albert Hall provide colourful events on the military band scene, especially for Royal Marines band enthusiasts.

Recordings of the concerts prove popular, too, and this year's music, now available in record or cassette form, features the Massed Bands of the Royal Marines under the direction of Lieut-Col. G. A. C. Hoskins at their performance on February 15.

Side one features such old band favourites as Sousa's Semper Fidelis and the Post Horn Gallop, with nautical material such as "Soldiers of the Sea" and "Cockleshell Heroes" (both by Vivian Dunn).

The other side has big brass treatment of a selection of

Marvin Hamlisch material, including "They're Playing Our Song" and "Nobody Does It Better." There are nautical pieces, some speciality material, and a ceremonial finale in traditional vein with Crimond, Sunset and Soliloquy.

The items are introduced by Richard Baker and Susannah Simons.

COMPLETE SETS

The record is available as RMA 1006 at £5, including postage and packing (UK), from RMA Records, General Secretary, RMA Central Office, Royal Marines Eastney, Southsea, Hants, PO4 9PP. It is also available on cassette at the same price.

Records of the RM Massed Bands at the Royal Albert Hall concerts in earlier years are also available: 1978 (RMA 1001), £3.75; 1980 (RMA 1002), £4.75; 1982 (RMA 1004), £5; and 1983 (RMA 1005), £5 — the latter also available on cassette at the same price.

A complete set, to include post and packing, is available at £19. (Remember to say whether cassette or record is required for RMAs 1005 and 1006.)

All cheques and postal orders should be made payable to the Royal Marines Association.

Delivery delays

MARITIME Books of Lissleard have been unable to supply copies of their new book, "The Royal Navy in Focus 1940-49," because a major fire at the printers destroyed all the copies printed last month.

They explain that copies are being rushed through other printers to supply, within the next few weeks, the many Navy News customers who ordered the book.

AROUND AND ABOUT

Winning plays

BLACK comedy has won for HMS Collingwood the 1984 Royal Naval Theatre Festival award for the best overall production in the Portsmouth Command. The drama, "Close of Play" by Simon Gray, received the Nore Command Cup at the final adjudication night at HMS Nelson. It was produced by Lieut.-Cdr. Mick Jordan.

Winners of the festival's Scottish Cup were HMS Cochrane with two one-act plays — "The Bear" by Anton Chekhov and "The Erpingham Camp" by Joe Orton.

Postal cover

A POSTAL cover to mark the 65th anniversary of the sinking of the Russian cruiser Oleg is being issued by the Royal Naval Philatelic Office. The warship was sunk by Coastal Motor Boat No. 4 during Allied intervention in the Bolshevik revolution. Commanding officer of the British vessel, Lieut. (later Captain) A. S. W. Agar, was awarded the VC.

The covers, to be issued on June 17, will be signed by the Flag Officer Sea Training, Portland (where the Navy's last fast patrol boats were based) and by

Cdr. R. S. Agar, RN, nephew of the late Capt. Agar. Details may be obtained from the Royal Naval Philatelic Office, Fleet Air Arm Museum, RN air station Yeovilton, Somerset.

Show willing

HMS Daedalus reacted with traditional naval courtesy and initiative when asked to send their display team to Pangbourne Show, Berkshire.

The RN air station hasn't got a display team, but they very soon put that to rights. Four weeks of hard work by 21 trainee volunteers under LPT John Lindsay produced a slick, ten-minute high-box routine which went down a treat at Pangbourne.

Unfortunately, with the continuous flow of trainees passing out of Daedalus, it is not possible to sustain a permanent team.

Ski trek

LIEUT. Bob Veal, who led a Joint Services expedition to South Georgia just before the Falklands war, is taking 12 sailors on a 180-mile ski trek in Norway. Most of the party are novices. Lieut. Veal, now staff recreation officer in HMS Cochrane, and his team sailed to Norway in HMS Leeds Castle at the end of April.

Western shows

AMONG forthcoming naval events open to the public are two planned for the West Country during the next couple of months.

At BRNC Dartmouth open day, starting at 1.30pm on Saturday, June 16, the attractions include free-fall parachutists, the Sharks helicopter display team, a Royal Marines band, guided tours of the college, and many static and arena displays.

Admission is 50p for adults and 15p for OAPs and children. Charge for a car, including passengers, is £2. All proceeds will go to naval charities.



DRUM MINOR

DRUMMING up support for the Navy is five-year-old Benjamin Bent, who provided some of the audience participation during a local school concert by the Royal Naval Volunteer Band of RN air station Culdrose.

Benjamin's efforts do not seem to be appreciated by his classmate, David Finnevan, but the musicians — under Band CSgt Graham Richardson — went down a treat.

Invasion of the Brownies

FROM all over the country come reports of Brownies invading Royal Navy ships, submarines and establishments to make tea.

The onslaught, to mark the National Brownie Tea-Making Fortnight and the 70th anniversary of the youth movement, has left officers and men reeling over endless brews.

Among other places Brownies visited:

HMS Southampton, which was visited by the 5th Hedge End (Southampton) Pack, of which CPOWEA Jim Pendrey, a sonar maintainer in the Southampton, is a member.

Cutty Sark, where the guest of the 5th St Mary Cray (Kent) Pack, was Cdr. Tony Wilks from the Royal Naval College Greenwich.

PIRATE

HMS Alliance at the RN Submarine Museum, Gosport, where the Warsash Brownies made tea for HMS Dolphin's heads of department.

Gareloch, where Commodore David Morse, Commodore Clyde, dressed as a pirate, was pulled from the water by the 1st Helensburgh Pack and revived with a cuppa.

RN air station Culdrose, where 771 Squadron's duty Search and Rescue crew was alerted by a flare to the delights of a pot of tea brewed by the 1st Mawna Smith Pack, and where trainee fire crews were visited by the 3rd Porthleven Pack.

HM submarine Oracle at Faslane, where the newly-formed 2nd Helensburgh Ranger Guide Services Unit held their investment ceremony on the casing.

OVER 200 years ago an extraordinary maritime project was started on the coast of Israel near the old Phoenician settlement of Strato's Tower.

King Herod, noting the rising fortunes of the Roman Empire and sensing the rapid expansion of trade, decided to build a new port. So the city of Caesaria Maritima (named after Caesar Augustus) came to be founded.

The harbour was constructed without the help of outlying natural features and involved the siting of thousands of blocks, up to several tons in weight, to provide protective breakwaters. The port contained a number of revolutionary engineering features to keep the interior of the harbour from silting up.

Earthquake

Caesaria expanded and for the Roman period became the teeming metropolis that its founder envisaged. But with the collapse of the Roman world in the 5th and 6th centuries AD, and a sudden earthquake, the harbour fell into disuse and disappeared below the sea.

To this ancient site HMS Hydra's diving team, led by diving archaeologist Lieut. Bob Stewart and hydrographic officer Lieut. Dave McLean, went

to explore and survey what is believed to be the oldest harbour yet visited by the Survey fleet.

The group was briefed by leading members of the centre for Maritime Studies, University of Haifa, and at the site saw the massive sunken remains. The team also explored the latest find, a sunken Roman ship lying undisturbed in the sand for 20 centuries.

Research

During the afternoon the divers set to work across the ancient harbour entrance trying to establish the amount of land movement which had taken place since its construction. Levelling took place across the

site involving divers on fixed jackstays.

The team's findings confirmed those of the university that the whole harbour is now about five metres below its original level.

The expedition produced a fund of material for future research but, most importantly, showed how closely hydrographers and archaeologists can work together. For the ship's divers, says the Hydra, the expedition proved that not only do Navy divers do it deeper, they also do it older than anyone else.

Later the ship returned to Devonport after her five-month deployment in the Middle East.

SOUVENIR COVERS

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NAVY NEWS READER SERVICES

PROMOTIONS TO WARRANT OFFICER

THE ratings listed below have accepted promotion to warrant officer following selection at the Spring 1984 Promotion Boards. Male ratings will be promoted to the confirmed rate stated with a common seniority date of March 31 1985. Those male ratings appointed to a warrant officer billet before March 31 1985 will be granted the acting rate and paid as such from the effective date of the appointment order. WRNS ratings will be promoted into the confirmed rate with the seniority of the effective date of the appointment order.

WEAPON ENGINEERING (GENERAL SERVICE)

FCWEA(ADC)(WDO) — T. R. Cuckson, P. Jones, A. L. Marks, J. A. Matthews, J. V. Sowerby, D. J. Ward
FCWEM(R) — T. J. Noonan

FLEET AIR ARM

FAEA (all categories) — R. J. Bentley, T. Bubbs, V. J. Culum, A. P. Davies, E. C. Henner, A. G. McDougall, R. I. Smith, E. C. Thornton
FCAEM (all categories) — R. Campbell

P. Q. Cheesman, J. S. Rawling
FCA (AH) — J. G. Mercieca, J. C. Reed
FCACMN — N. Darby, M. J. Tupper

OPERATIONS BRANCH (SEAMAN AND COMMUNICATIONS GROUPS) (GENERAL SERVICE) REGULATING AND PT & R.

FCPO(OPS)(M) — S. Bullock, H. F. Grayson, P. L. Greenaway
FCPO(OPS)(S) — N. E. Bacon, R. R. Blanche, T. Davison
FCPO(OPS)(R) — R. P. Fisher, I. P. Hutchinson, J. H. Masters, T. A. Villiger
FCRS(W)FCPO(OPS)(EW) — R. C. King, D. B. Pittick, M. Warren
FCPO(D) — R. Limbrick
FCPO(SEA) — P. Cooke
FCPO(SR) — I. Austin
FCFY — W. Gausson
FCRS — G. B. Cudmore
FCCT — R. W. Chambers
FMAA — A. G. Davey, K. H. Davies, T. P. Lyons
FCWREN(REG) — M. A. Pritchard

MARINE ENGINEERING (GENERAL SERVICE)

FCMEA(ML) (includes (P) and (M)) — P.

W. Bogle, J. F. Kirk, D. H. Landless, J. M. Loasby, G. Ormiston, D. W. Watson, D. M. Wood

FCMEA(H) — S. C. Cocks, K. W. Goldie, E. A. Hardy

SUPPLY & SECRETARIAT AND MEDICAL

FCWTR — C. R. Crowley, R. E. Danby, J. R. McHale
FCSA — A. Bradley, J. R. Chapman, D. Smith
FCCA — J. A. Jackson, A. Vena
FCSTD — B. S. Cludray, M. R. O'Callaghan
FCMA — F. L. Biscoe, D. A. Cramp
FCWRENSA — B. O. Alexander

SUBMARINE SERVICE

FCMEA(ML)(SM) — S. F. Allen, G. P. Sharkey
FCMEA(EL)(SM) — R. T. Hummer, A. Blakely
FCWEA(WDO)(SM) — G. T. Money, R. I. Purchase, R. C. Wright
FCWEA(ADC)(SM) — R. K. Elson, R. T. John
FCPO(OPS)(S)(SM) — G. J. Thomas
FCRS(SM) — T. A. Greensides

PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in May:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(S) — J. L. Walker (Dryad)
To CPO(OPS)(M) — R. Burns (SNOFI), R. J. Linn (NP 2010), A. J. Brown (Alacrity)
To CPO(OPS)(EW)(CRS)(W) — I. J. Stevens (Southampton), J. H. Williams (RAF Wyton)

COMMUNICATIONS GROUP

To CRS — B. Hallifax (Mercury), M. J. Warriner (CINCLAVHOME), D. L. Ellis (ROCLANT), D. Hamilton (FOST)

SUBMARINE SERVICE

To CPO(OPS)(S)(SM) — R. E. Crafts (Turbulent)
To CWEM(O)(SM) — R. E. Tucknott (Defiance)

MARINE ENGINEERING

To CMEML(L) — F. J. Clement (Bristol), W. R. Ord (Dryad)

WEAPON ENGINEERING

To CWEM(O) — E. Moyes (Glamorgan), P. Fletcher (Collingwood)

SUPPLY AND SECRETARIAT

To CPWTR — D. Lewis (Centurion), R. A. Hutton (Raleigh), G. D. Campbell (Raleigh), K. Rees (Endurance), R. G. Collins (FES PORTS), F. W. Owen (Dolphin)
To CPOCK — R. Whiteside (Caledonia)
To CPOSTD — K. R. Buxey (Hermes)
To CPOCA — D. W. Withers (Lowestoft), W. Hay (Dolphin)

MEDICAL BRANCH

To CPOMA — A. M. Tetley (Neptune), D. E. Currie (INM Alverstone), I. D. Watley (Dryad)

FLEET AIR ARM

To CPOACMN — P. F. Glover (826 NAS)
To CPO(AH) — A. R. Strong (Osprey)

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in April for the following ratings to be promoted to acting charge chief artificer:

ACCMEA(P) — M. J. Dean (Sultan), R. D. Walker (Defiance FMB)
ACCMEA(M) — B. Millard (Sultan)
ACCMEA(ML)(SM) — M. C. Edwards (Spartan), R. M. Hodgson (Revenge S), P. A. Morris (Revenge S), T. P. Mulcahy (Spartan)
ACCWEA(WDO) — K. R. Hennessy (FOST)

ACCWEA(ADC)(SM) — R. A. V. Jemmett (Renown S)

ACCWEA(WDO)(SM) — D. T. Downie (Renown P), M. D. Sumner (Neptune SM10), R. W. Tysoe (Neptune SM10)

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in February:

CPOMEA — R. H. Knight (Sultan), D. M. Tilley (Sultan)
ACPOEAM — J. Coulson (Resolution Stbd), B. N. McCallion (Brazen), S. P. Palmer (Brazen), W. J. Sloan (Resolution Stbd), S. A. Tompkins (Spartan), P. W. Traynor (Brazen), N. B. Walker (Portsmouth FMB)

CPOMEA(L) — C. S. P. Sims (Amazon)

CPOMEA(M) — L. A. Francis (Apollo)

ACPOEAM(M) — M. Biddiscombe (Brazen), T. S. Ghose (Berwick), N. D. Hunt (Brazen), J. E. Malone (Drake), I. C. Merchant (Newcastle)

CPOMEA(WL) — D. J. Tolley (Heron)

CPOMEA(M) — S. P. Carpenter (Seahawk), S. Strain (Heron), J. M. Thompson (Osprey), L. T. Williams (Seahawk)

CPOMEA(R) — P. K. Bissett (815 Ft 203)

ACPOEAM(R) — P. L. Stobie (824 NAS)

CPOMEA — A. J. Batten (Liverpool), C. J. Bentinck (Apollo), S. E. Callaghan (Renown Port), D. T. Macey (Ft Eng Portsmouth), W. D. McBride (Madox), S. J. Mellors (Sirius), R. G. Shearer (Resolution Port), J. Whittle (Revenge Stbd), D. E. Wood (Vernon), G. A. Wooding (Ports FMB)

ACPOEAM — R. F. R. Bourne (Defiance), G. W. Robertson (Resolution Port), R. D. White (Capt SM2)

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in February:

ACT1 — J. Hannard (SCU Leydene), S. Reed (SCU Leydene)
MT1 — M. D. Webb (RNH Haslar)

WE ARTIFICER CANDIDATE ROSTER

Latest course detailed WEACIC 44, start date February 25 1985.
Roster dates of highest men not yet detailed for course: (0) - 27/11/81. (R) - 8/3/82

OBITUARY

M. D. Wolstenholme. RO1(G). HMS Illustrious. April 21.

R. Parker. CK. HMS Cochrane. April 23.

D. A. Pinion. FMCA. HMS Osprey. April 23.

P. D. Ormiston. AB(R). HMS Wakeful. April 30.

A. P. Moore. AB(M). HMS Ajax. May 9.

N. J. Panayiotou. CK. HMS Cambridge. May 11.

Vivian Davenport Thomas. Maj. Gen. R.M. Aged 86. Former Chief of Staff to CGRM, and Chief of Amphibious Warfare.

Ron Dando. Ex-STD. Aged 67. Survivor of HMS Barham.

John Price. Ex-LSTO. Aged 59. Served in Second World War, including HM ships Wey and Lord Melchett.

Alfred Pickering. Lieut. Cdr. Rtd. Aged 65. Served 1939-52, including HM ships Ark Royal and Rodney and in submarines.

Fredrick Ronald Woodley. Ex-CPO. May 1. Aged 71. Member of HMS Edinburgh Survivors' Association.

Patrick Brown. Ex-PO (Gun). At Gillingham (Kent). Aged 70. Served 1933-53, including HM ships Sheffield and Defender.

Bob Riach. Ex-POCK. Served 1959-82. At Portsmouth. Aged 42.

Brian I. Reed. Ex-FCMEA(H). Aged 53. At Ryde, Isle of Wight. Retired from RN 1978.

Harry Steel. Ex-Seaman Gunner. Peniston, N. Yorks. May 7. Survivor of HMS Electra, Java Sea, 1942.

OVER TO YOU

St Helena: Mr. C. J. Masters (ex-LEM), 170 Hazeldene Road, Northampton, NN2 7ND, would like to contact anyone with stamps, postcards or photographs of St Helena.

HMS Grimby's Silver: Mr. E. Parker, 299 Eastern Road, Portsmouth, PO3 8EQ, a survivor of HMS Grimby sunk off Tobruk, May 24 1941 would like to contact other survivors, and also seeks information on behalf of the Mayor of Grimby about how the ship's silver found its way to a mess in Aden in 1956.

Poor Little Fing: Mr. Hank Shelton (ex-CH EL(A)), 406 Gerald Road, Haverfordwest, Wales, asks if any reader can confirm for him the verse which ran, "A mother was barfing her baby one night, the poor little fing was a 'omble sight, the mother was fat and the baby was fin, should have been barfed in a Ticklers tin."

HMS Corena: Mr. R. W. S. Barnes, 58 Rawston Road, Colchester, CO3 3JH, asks if anyone can help him to find a picture of HMS Corena which his father captained in the last war, or any information about the vessel.

Cornwall Picture: Mr. Harry D. Hudson (ex-CPO), 224 Winchester Avenue, Grimsby, DN33 1PS, asks where he can obtain a print of the John Cornwall VC picture, to be hung in the Cornwall Ward of Grimsby District Hospital (where the First World War boy hero died).

D-Day Craft: Mr. K. J. Hurst (flight lieutenant, RAF, ret.), 6 Keyes Close, off Rodney Drive, Mudeford, Christchurch, BH23 3ES, would like to know the fate of landing craft tank (LCT) 105034, which transported his unit and himself to Normandy on D-Day for landing on Gold / Juno beach. He would especially like to find a photograph of the vessel.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Bea (19), single, 5ft 7in, brown hair, green eyes, Bulawayo, Zimbabwe
Margaret (18), single, brown hair, hazel eyes, Har, Bucks
Paula (16), 5ft 3in, blonde hair, blue eyes, Beverley, N. Humberston
Fiona (17), single, 5ft 11in, brown hair, blue eyes, Banbury, Oxon

Marguerita (20), single, 5ft 3in, brown hair, blue eyes, Barking, Essex
Jill (39), divorced, 5ft 5in, brown hair, blue eyes, two sons, Basildon, Essex
Joan (19), single, 5ft 6in, blonde hair, blue eyes, Newton Aycliffe, Co. Durham
Tess (30), separated, 5ft 4in, auburn hair, green eyes, Cowplain, Hants

Beryl (45), divorced, 5ft 7in, brown hair, green eyes, Folkestone, Kent
Joan (48), widow, 5ft 7in, fair hair, brown eyes, Ashford, Kent

Deborah (21), separated, 5ft 7in, brown hair, brown eyes, Bournemouth, Dorset
Nina (21), single, 5ft 6in, blonde hair, blue eyes, Quinton, Birmingham

Penny (33), single, 5ft 3in, brown hair, blue eyes, Birkenhead, Wirral
Nicola (18), single, 5ft 6in, brown hair, blue eyes, Blackheath, London

Vivien (17), single, 5ft 7in, blonde hair, hazel eyes, Darwin, Australia
Carmen (18), single, 5ft 11in, blonde hair, blue eyes, Leicester

Amanda (16), 5ft 4in, blonde hair, green eyes, Gloucester
Anne (17), single, 5ft 5in, auburn hair, blue eyes, Llanelli, Dyfed

Julia (21), single, 5ft 6in, brown hair, grey eyes, South Norwood, London
Sian (17), single, 5ft 5in, brown hair, grey eyes, Llanelli, Dyfed

Mandy (20), single, 5ft 4in, brown hair, blue eyes, Crowborough, E. Sussex
Sara (17), single, 5ft 5in, blonde hair, brown eyes, Camden Town, London

Dianne (21), single, 5ft 4in, blonde hair, green eyes, Ipswich, Suffolk
Tracey (23), single, brown hair, hazel eyes, Oldham, Lancs

POINTS LEADERS

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic dates) is the number of men who were advanced during April.

PO(EW)/RS(W) — Int (14.1.83), Nil; LS(EW)/LRQ(W) — Int (3.3.83), 8; PO(M) — Int (1.9.83), 9; LS(M) — Int (9.8.82), 10; PO(R) — Int (12.10.82), 4; LS(R) — Int (28.3.83), 9; PO(S) — Int (12.8.82), 6; LS(S) — Int (20.4.82), 9; PO(D) — Dry, 1; LS(D) — Dry, 6; PO(MW) — Int (15.7.82), 3; LS(MW) — Int (6.12.81), 4

PO(SR) — Int (6.1.82), Nil; LS(SR) — Int (1.2.82), 1; POPT — 328, Nil; RPO — 421, 3; RS — 99, 2; LRO(G) — Int (22.8.83), 12; CY — 125, 1; LRO(T) — Int (15.6.82), 1; PO(S)(SM) — Dry, 3; LS(S)(SM) — Int (10.1.84), 5; PO(TS)(SM) — Int (23.11.83), 2; LS(TS)(SM) — Int (17.11.82), 3; RS(SM) — 310, Nil; LRO(SM) — Int (14.6.83), 2; PO(UW)(SM) — Dry, Nil

PO(MEM) — Int (29.9.82), 12; LMEM(M) — Int (17.12.81), 12; PO(MEM)(L) — Int (14.8.83), 5; LMEM(L) — Int (15.2.82), 4; PO(MEM)(O) — Dry, 5; LMEM(O) — Int (11.6.83), 8; PO(MEM)(R) — Dry, 8; LMEM(R) — Int (27.7.83), 25; PO(MEM)(M)(SM) — Int (16.12.81), Nil; LMEM(M)(SM) — Int (3.2.82), 1; PO(MEM)(L)(SM) — Int (17.1.84), 2; LMEM(L)(SM) — Int (16.1.84), 3; PO(MEM)(O)(SM) — Dry, 1; LMEM(O)(SM) — Int (8.10.82), 3; PO(MEM)(R)(SM) — Dry, Nil; LMEM(R)(SM) — Dry, 5; POWTR — Int (18.3.82), 4; LWTR — Int (18.3.83), 3; POSA

— 399, 2; LSA — 190, 8; POCA — 147, 4; LCA — 273, Nil; POCK — 740, 3; LCK — 182, 10; POSTD — 496, 6; LSTD — 221, 9; POMA — 279, 1; LMA — 266, Nil

POAEM(M) — 253, Nil; LAEM(M) — 261, Nil; POAEM(WL) — 100, Nil; LAEM(WL) — 244, 1; POAEM(R) — 120, Nil; LAEM(R) — 146, 4; POA(AH) — 218, 1; LA(AH) — 226, Nil; POA(SE) — 401, Nil; LA(SE) — 130, 2; POA(PHOT) — 606, Nil; POA(MET) — 778, Nil; POACMN — 177, Nil

POWREN CK — 177, Nil; LWREN CK — 88, Nil; POWREN D HYG — 378, Nil; POWREN DSA — 78, Nil; LWREN DSA — 206, Nil; POWREN(R) — 291, Nil; LWREN(R) — 262, 1; POWREN REG — 123, Nil; POWREN RS — Int (23.8.82), Nil; LWREN RO — 121, 2; POWREN SA — 315, Nil; LWREN SA — 217, Nil

POWREN STD — 77, Nil; LWREN STD — 329, Nil; LWREN TEL — 279, Nil; POWREN TSA — 98, Nil; LWREN TSA — 275, Nil; POWREN WTR(G) — 122, Nil; LWREN WTR(G) — 156, 3; POWREN WTR(P) — 192, 5; Nil; LWREN WTR(P) — 192, 1; LWREN WTR(S) — Int (15.2.83), Nil; POWREN AEM(M) — 126, Nil; LWREN AEM(M) — 188, Nil; POWREN AEM(R) — Dry, Nil; LWREN AEM(R) — Int (22.10.82), Nil; LWREN AEM(WL) — Int (23.8.82), Nil; POWREN PT — 214, Nil; POWREN WA — Int (11.2.82), Nil; LWREN WA — 200, Nil; POWREN MET — 355, Nil; LWREN MET — 282, Nil; POWREN PHOT — 355, 1; LWREN PHOT — 251, 1; PORGN — Int (11.1.83), 3; POEN(G) — 284, Nil; LEN(G) — 374, Nil

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — 74, Nil; POWREN EDUC — 320, Nil; POWREN MT — 459, Nil; LWREN MT — 387, Nil; POWREN TEL — 355, Nil

Band Fan: Mr. Arne Halvorsen, Postbox 98, 2623 Vestre Gausdal, Norway, who is interested in march music and military bands, with the RM bands his favourites, would like to hear from others with similar keen interest. He plays the tuba in his local band.

Memorabilia in Kansas: Mr. L. J. Miller (ex-stoker PO), 7343 Rosewood, Prairie Village, Kansas 66208, USA, has a collection of Second World War RN memorabilia which he shows for charity. He would like to buy a stoker PO gold wire sleeve rate (King's Crown), to replace one he has lost.

Caravan for hire: A four-berth caravan at White Cross Bay, Lake Windermere, in the Lake District is now available for hire by RN and RM personnel and their families. The season runs from March 1 to October 31 and the caravan may be rented for periods of one or two weeks (one week only in August). Charge for one week's hire is £50. For details send large size to Mrs. S. Murray, Caravans Booking Office, HMS Cochrane, Rosyth, Fife, KY11 2XT.

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Mentioned in Despatches

In recognition of distinguished service in Northern Ireland, the MBE has been awarded to Lieut. M. J. Donovan, Royal Marines.

The following have been Mentioned in Despatches: Major S. B. Cusack, Sgt. R. J. Ewen, Col. Sgt. J. I. Graham, Cpl. K. W. Hannah and Lieut. R. E. Walker (all of the Royal Marines).

Details are contained in DCI (RN) 167/84.

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SWOP DRAFTS

WTR Gowing, CINCNAVHOME, ext 22591, drafted HMS Glamorgan, Portsmouth, Oct. Will swap for any Devonport/Portsmouth ship deploying.

LWRENSA J. Murray, WRNS Quarters, HMS Seahawk. Will swap for any Portsmouth ship.

LWEM(O) A. J. Stacey, DS Section, FMG, HMS Defiance, Plymouth, drafted HMS Achilles, Oct. refitting Plymouth until May '85, then Portsmouth based. Will swap for any Plymouth ship, refitting or sea-going.

RO1(G) G. Powell, 3D Comms Mess, HMS Nottingham. Will swap for any Portsmouth ship not deploying until after Christmas.

WTR G. Jones, HMS Dolphin. Will swap for Northwood or London area.

POWEM(O) J. Lowndes, HMS Brazen, drafted Rosyth FEC, Sept. Will swap for any Plymouth shore base or ship in long refit.

POMEM(M) Baxendale, HMS Defiance, drafted to stand-by HMS York, Nov. building at Tyne and Wear, Newcastle. Will swap for any gas or diesel ship, Devonport.

MEM(L) S. Mitchell, 6 Mess, HMS Boxer, Devonport, not deploying. Will swap for any Rosyth Type 12 or minesweeper.

LCA Chase, 3MS Mess, HMS Arcturion, drafted HMS Osprey, Aug. Will swap for any Devonport shore base or ship.

AB(MW) C. Dowling, Junior Rates accommodation, RNH Haslar, six months. Will swap for any shore base or fishery protection ship, Scotland.

LRO(G) T. Walsh, 9 Mess, HMS Achilles, long refit, Devonport. Will swap or loan draft to any Type 42 frigate, Devonport, preferably deploying.

LWEM(O) Eburne, 3P Mess, HMS Glasgow (4.5in. Mk 8 trained), due DED Rosyth, six months from Nov. Rosyth based from late '85. Will swap for any Portsmouth or Portland draft.

AB(R) Camm, HMS Manchester, ADAWS, home waters until Feb 1985, then deploying. Will swap for any Portsmouth area shore base or ship in refit, or not deploying.

LWEM(O) J. Tootle, FMG, FOST Staff, Portland, ext 2393, drafted HMS Charybdis, Devonport, Aug. Will swap for any Portsmouth ship in refit.

LWEM(R) Hey, Fraser Gunnery Range, ext 6437, drafted HMS Brazen, Oct. Will swap for any Portsmouth ship or shore base.

AB(M) Simpson, HMS Dryad, FGR, drafted HMS Yarmouth, Aug. Will swap for any Portsmouth ship or shore base.

LCK S. J. Thomas, C13 Mess, HMS Osprey, Portland. Will swap for any shore base Plymouth area, or ship in refit.

RO1(G) C. Moreton, HMS Mercury, drafted HMS Juno, Portsmouth, Oct. Will swap for carrier, or Devonport frigate.

MEM(M) T. R. Young, (Scale A), FMG Buildings, North Corner Jetty, Portsmouth Dockyard, drafted HMS Rothesay, Aug. as MEOW. Will swap for any Portsmouth ship.

RO1(G) S. Rowe, c/o Mail Office, HMS Mercury, drafted CMCM/CFP Commcen, Rosyth (sea service) June. Will swap for any Portsmouth or Plymouth ship.

CA I. Goodchild, 6T2 Mess, HMS Illustrious. Will swap for any Portsmouth ship.

MEM(M) J. Talbot, (AMC), HMS Defiance, ext 5044, drafted HMS Liverpool, Plymouth, July. Will swap for any ship refitting or not deploying.

A LS(SR) C. K. Twine, Hydrographic School, HMS Drake, drafted HMS Endeavour. Will swap for any survey ship not deploying.

CK R. J. Playfor, Trafalgar Galley, HMS Raleigh. Will swap for any ship, Rosyth based preferred, but anything considered.

MEM(M) T. M. Evans, (Scale C), Portsmouth FMG, drafted HMS Intrepid, Sept. refitting until Feb '85. Will swap for any Portsmouth gas or diesel ship.

LWEM(M) Bunney, 3N Mess, HMS Glasgow, DED, Nov. six months, Rosyth, then Rosyth based. Will swap for any gas turbine ship Portsmouth based.

STD C. Summers, HMS Achilles, long refit, Devonport. Will swap for any ship deploying.

AB K. Mortimer, HMS Caledonia, drafted HMS Barwick, July. Will consider any draft except Portsmouth. Home address, 6, Niddie Marischal Road, Edinburgh, EH16 4LF.

AB(S) R. Bardsley, 3P Port Mess, HMS Exeter. Will swap for any Plymouth ship, not deploying, or shore base.

LMEM(L) B. Truby, HMS Echo. Will swap for any Plymouth ship. Any refit ship considered.

ALMEM(M) A. Reeves, HMS Echo. Will swap for any Portsmouth shore base, or ship in refit.

AB(R) Packer, 3P Mess, HMS Cardiff, deploying July to December. Will swap for any Portsmouth shore base or ship not deploying.

POSTD P. L. Bowers, c/o Wardroom HMS Fort Southwick, ext 221, drafted HMS Danae, Plymouth, July. Will swap for any Portsmouth ship.

WEM(O) J. B. Punton, FMG Mobile Rosyth, ext 4301, drafted HMS Cleopatra, Plymouth, Sept. Will swap for any Rosyth ship.

CPOCA I. Campbell, CPOs mess, HMS Galatia, drafted HMS Cochran, Aug. Will swap for any Portsmouth ship or shore base.

POSTD P. J. Tozer, 10 Mess, HMS Achilles, refitting Devonport, 10 months. Will swap for any Portsmouth ship. Contact Devonport naval base or HMS Drake, Rodney Bay.

LWEM(R) K. A. Rogers, FMG, Portsmouth, drafted HMS York, Nov. 36 months, builders' trials Newcastle, formal acceptance March, then Rosyth-based. Will swap for any Portsmouth ship.

MEM(M) M. A. James, (Scale C), 3N Mess, HMS Southampton, Portsmouth, deploying, Oct. two-year draft. Will swap for any Portsmouth shore base, or ship not deploying until May, 1985.

REUNIONS

The Fleet Air Arm Field Gun Crews reunion takes place over weekend June 22-23 at Lee-on-Solent. Names to Buffer Dave Whymark or Barry Stone, 021-707-5206.

The annual meeting of the Portsmouth Command Field Gun Association takes place on June 15 at 2000 in the Hole in the Wall Club, HMS Excellent, to be followed next day by a reunion from 1000 to 1700. Ex-field gunners and friends welcome.

HMS Froisher reunion dinner will be held at the Royal Sailors' Home Club, Portsmouth, on Oct 20, at 1900, ladies welcome.

DIARY

RNAY Fleetlands Open Day — June 9.

BRNC Dartmouth Open Day — June 16.

Rosyth Navy Days — June 16 and 17.

Llangennech Open Day, RN Stores Depot, Llangennech, Dyfed — July 7.

Royal Tournament, Earls Court — July 11 to 28.

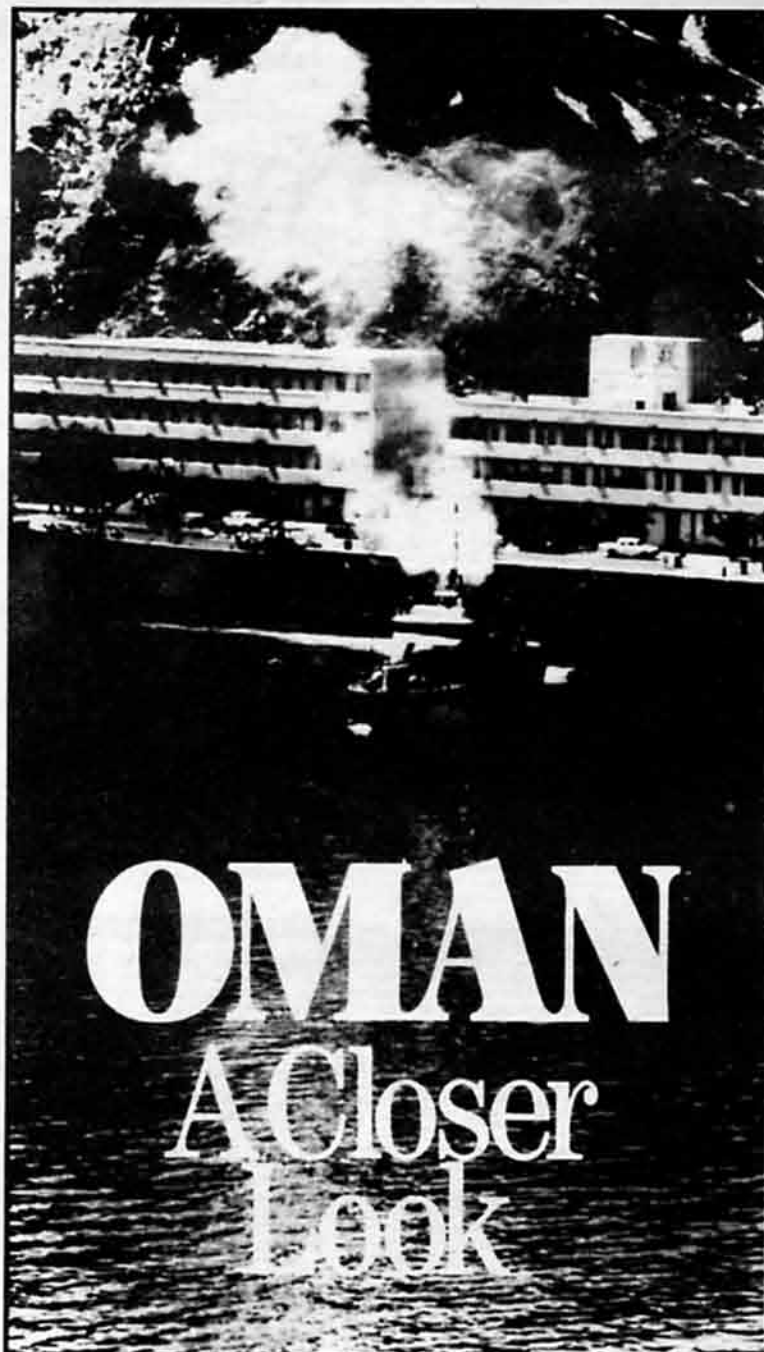
HMS Daedalus Air Day — July 21.

RNAS Portland Air Days — July 21 and 22.

RNAS Culdrose Air Day — July 25.

RNAS Yeovilton Air Day — August 4.

Portsmouth and Plymouth Navy Days — August 25, 26 and 27.



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But the constant threat of invasion and civil upheaval in the 18th Century saw the ruling Ya'aruba family lose control. As the country's disintegration seemed imminent, the Governor of Sohar, in the north, stepped in and succeeded in uniting the nation. The threat of invasion was averted. The Governor was elected Imam of Oman in 1741, and his accession to the throne marked the beginning of the rule of Al Said—the ruling family today.

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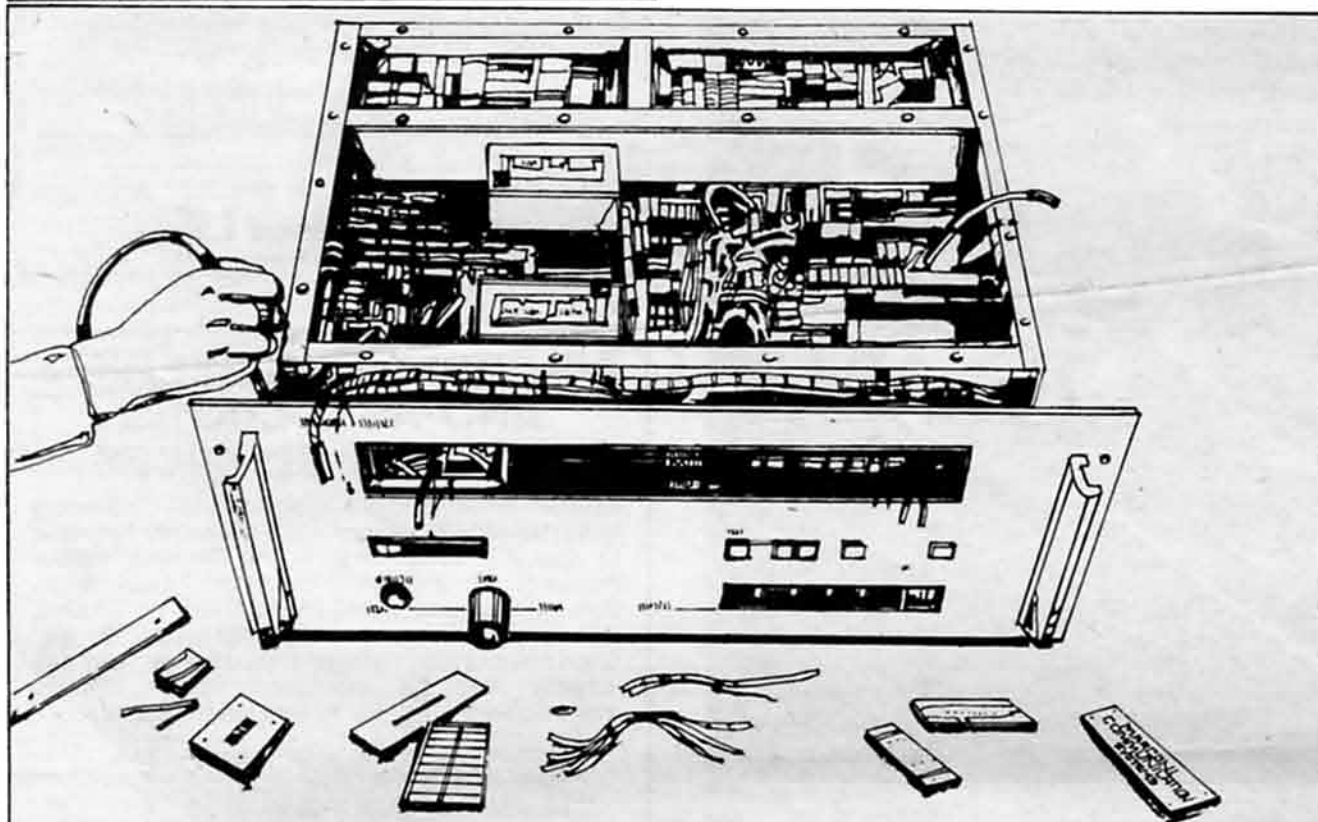
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Dallas Cup . . .**Jubilee Cup . . .****South West Counties Cup**

LEFT — Pictured in Dallas, Texas, with World Cup referee Abraham Klein are members of the RN Youth soccer team. Back (left to right) are APP Patrick (Sultan), SA Riley (Neptune), Mr. Klein, SEA Travis (Dryad), WEM



Wildman (Boxer). Front are SEA Pollard (Danae), SEA Bryant (Nalad) and SEA Nurdling (Minerva). CENTRE — Neptune skipper CPO Whisky Walker receives the Naafi Jubilee Cup from comedy actor Arthur English.



RIGHT — Pictured with the South West Counties Cup are POPT John Gwynn (left) and POPT Tommy Johnson, the men whose goals gave the Navy this trophy for the first time, as reported in last month's Navy News.

Neptune's true grit pays off

HMS NEPTUNE have won the Naafi Jubilee Cup, becoming only the second naval side to do so in the 14 years that the Inter-Service champion of champions tournament has been staged, writes Jack Sheppard.

The 1984 Navy Cup champions entertained RAF Wyton at Dumbarton F.C., and got off to a terrible start. A first-minute mix-up between goalkeeper LMEM Neil Blackett and SA Steve Riley allowed Combined Services player Cpl Jeff Hancock to poach the easiest of goals.

But CPO Nigel Walker, the Neptune skipper, pulled them round and in the second half PO Jimmy Nesbitt equalised with a fine individual effort.

Touch-line entertainment was provided by LWPT Angie Goskirk and a group of Wrens who had trained together as cheer leaders in true American college style.

SEME Bordon, the Army champions, have won the Jubilee Cup six times, so it was no surprise when they beat RAF Wyton 3-1, a result which meant Neptune had to score two more goals than SEME in their decider at Bordon.

When SEME scored in the 36th minute, there

Soccer

were few in the large crowd who would have bet against them earning their seventh cup triumph, but Neptune were to shake the centre of the REME Corps football with a performance of grit, determination and skill.

Jimmy Nesbitt equalised before the break, and ten minutes into the second half put Neptune ahead.

The all-important third for Neptune came in the 66th minute and again involved Nesbitt, who beat a defender on the flank and found PO Martin Solomon in the clear a yard from goal. Solomon made no mistake.

The victory was well earned, for in defender SA Steve Riley and Jimmy Nesbitt they had the two best players on the field. Riley, a Navy and Combined Services Youth representative, was awarded the Man of the Match accolade for an outstanding performance.

LADS LOSE, BUT WIN OVER DALLAS

THE NAVY Youth soccer team qualified for the final stages of the international Dallas Cup youth tournament in Dallas, Texas, but were beaten 5-1 in the quarter-finals by the eventual winners of the trophy, the Canadian National League select team.

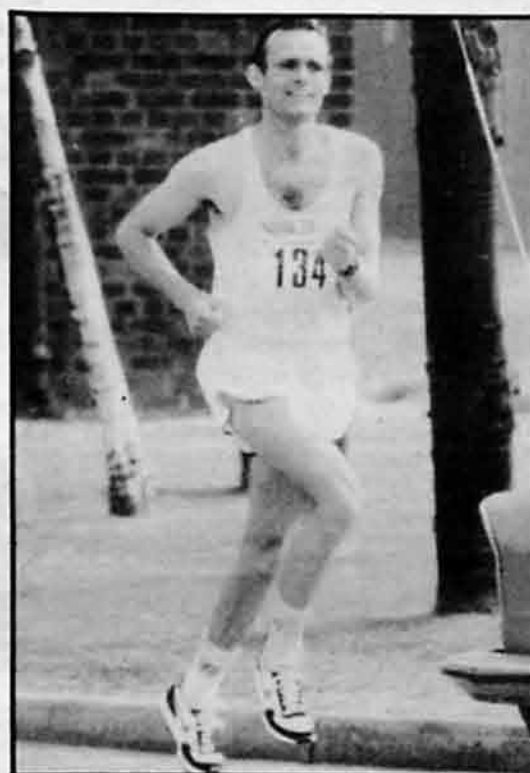
The Navy lads drew two Dallas sides and a team from California in their pool, drawing 1-1 with the Dallas Kicks through an AB Hudson (HMS Plymouth) goal. APP Barlow (Caledonia) and STD Kennedy (Battleaxe) twice put them in the lead against Nomads of California before the Nomads equalised in the final minute.

In their pool decider, the Navy beat Dallas Arsenal with another Hudson goal. APP Sinclair (Caledonia) scored the Navy's consolation goal in their heavy defeat by the Canadians.

Teams from Trinidad, Uruguay and Mexico

ensured that the standard of play was high, and the Navy players, whose tour was supported by various welfare funds, learned much from the experience.

Manager Lieut.-Cdr. Mike Kimber has received a glowing tribute to his players from Flame Soccer Club, organisers of the tournament. A letter from the club says the Navy lads made a tremendous impression on everyone whose paths they crossed in Dallas, and invites the RN Youth team back to the 1985 tournament as guests of the Flame club.



Sub-Lieut. Terry Osborne on his way to victory in the Inter-Service marathon.

Marathon

Osborne is first winner

THE ANNUAL Inter-Service marathon, run at RAF Swindon on May 2, was won for the first time in its ten year history by a Royal Navy athlete.

Sub-Lieut. Terry Osborne of RN air station Culdrose led from start to finish, winning in a time of 2hr. 25min. 33sec. He crossed the line 30 seconds ahead of Colour Sgt. M. French who led the Army to victory in the team competition.

Although the Navy team finished third, there were particularly good runs by LMEM(M) Mike Derrane of HMS Lowestoft (2.38.04), and Cpl Mac McCarthy (RM Poole), who recorded 2.39.25.

Osborne led Naval Air Command to the Inter-Command title, while CTCRM Lymstone won the Inter-Establishment championship. Second was RN air station Yeovilton, and third HMS Lowestoft, whose marathon team finished an impressive 19th out of 37 unit entries.

Capt. Barry Heath RM won the Gosport and Fareham marathon in a time of 2.26.55. RNAC (South) won the team prize, with ex-PO Tom McGlenaghan fourth in 2.35.36, LMEM(M) Derrane (Lowestoft) fifth and LWTR Vic Tarrant 17th despite a stomach complaint.

Close encounters in sunny Cornwall

A HIGHLIGHT of the golfing season is the Navy's match against Cornwall, played this year in beautiful West Country sunshine at Tehidy Park Golf Club, writes Brian Grant.

The 9½-5½ win by Cornwall did not reflect how close the match was, with seven halved games in the 15 played. Honours were even in the morning foursomes with three halved matches and a two and one win for Lieut. Alan Bray (Yeovilton) and PO Peter Darlington (Culdrose).

Unluckiest of the halves were Cpl Hamish Reid (Comacchio Coy) and LCpl Bill Parker (3 Cdo Bde Air Sqn), whose win was thwarted by a monster 30ft putt on the tricky 18th by ex-Cornish champion Patrick Gilbert.

The singles went to Cornwall 7-3, but did not show how close the games were. There were four halved games and a solitary win, seven and six, by Alan Bray. Of the halves, Lieut.-Cdr. Malcolm Edmunds (Culdrose), Bill Parker and yours truly might have won, and

Golf

the fourth needs a special mention.

This was Lieut.-Cdr. David Codd's last match for the Navy as he is now retired. He has given to Navy golf the determination and flair associated with that flamboyant nature of his, and takes with him into retirement the very best wishes of all of us. David is the current RN golf champion.

AIR COMMAND

The 1984 Naval Air Command championships were held at West Cornwall G.C., Lelant, on May 3-4. Superb rounds of 66 and 72 by Lieut.-Cdr. Malcolm Edmunds resulted in runaway wins in both scratch and handicap individual competitions, with PO Peter Darlington the runner-up in both.

Both the Fleet Air Arm inter-establishment trophies, the Jackdaw and Fulmar Cups, were won by the RNAS Culdrose team of Malcolm

Edmunds, CPO Pat Smith, PO Taff Ashman, Peter Darlington and LAEM Ricky Datta.

More than 60 golfers enjoyed some fine competition and were rewarded from an excellent prize table generously sponsored by the National and Provincial Building Society.

SPRING MEETING

In the recent RINGS spring meeting, the prelude to the two days at Blackmoor and Liphook Golf Clubs was the Admirals Bowl. This traditional curtain raiser was won by Rear-Admiral J. A. Ievers with 35 points.

In the main match play competitions, Division I was won for the second consecutive year by Lieut. Gus Stretton (DNR), who beat Cpl Bob Worledge (Sultan) two and one, and Division II by Lieut.-Cdr. Roger Knight (RNWS Crimond), who beat Lieut.-Cdr. Peter Plumb (Cambridge) on the 18th two and one.

The Navy championships are at Blackmoor from June 13 to 15, and players of 12 handicap or better may apply through their command secretaries or direct to me in HMS Excellent (ext. 25171).

THEY'RE OFF TO THE OLYMPIC GAMES

YEARS of dedicated training have paid handsome dividends for two Royal Navy sportsmen. Modern pentathlete LPT Jim Nowak (right) and boxer AB Brian Schumacher have both been selected to represent Great Britain at the Los Angeles Olympic Games.

Schumacher's selection was something of a formality after he had won the ABA middleweight crown on May 4, but Nowak of

HMS Dryad had to sweat out weeks of waiting before learning that he had made the team.

As if to celebrate, Nowak won the national triathlon championships at Crystal Palace on May 19-20 with a points tally of 3,486. With MA3 Pat Dunleavy (Cochrane) in 12th place and LPT Danny Boon (Raleigh) in 30th position, the Royal Navy finished second in the team competition.



Brian gets ticket and title double

AB BRIAN SCHUMACHER'S dream of an ABA title and a ticket to the Los Angeles Olympic Games has come true. He earned both with a superb performance against Scottish hard man Russell Barker in the national finals of the George Wimpey ABA championships at Wembley Arena on May 4.

Schumacher's commanding performance earned him a unanimous and decisive victory and confirmed him as Britain's best amateur middleweight. It is the second time he has won the national middleweight crown, a division which boasts such illustrious past champions as Randolph Turpin, Chris Finnegan, John Conteh and Alan Minter.

Television showed only the final round of the contest, which unfortunately was Schumacher's least impressive. In the first he had produced an almost flawless exhibition of boxing, subduing Barker's early aggression with a succession of stinging jabs

Boxing

thrown in staccato and combination.

Twice in the second round Schumacher was caught in a corner, and on both occasions Barker punished him with hooks. But for most of the round the Navy champion kept pumping that deadly accurate left into Barker's face, varying his tactics occasionally by whipping in a cluster of hooks and crosses.

Schumacher was so far ahead by the start of the third that he allowed himself to be pushed against the ropes by Barker, whose punches had by then been sapped of much of their explosive power.

As his supporters were yelling at Schumacher not to take chances, he was "chatting up" the Scot from behind a well-organised defence, a touch of arrogance that incurred the referee's displeasure.

But there was no doubt about the winner, a fact which the judges confirmed by scoring the bout 60-55, 60-56, 60-56. (See colour picture in back page.)

The other Combined Services representative, Private Carl Crook of 1 Para, lost on points in the lightweight final.

Schumacher's Olympic selection was duly confirmed a fortnight later, and he is now involved in a series of four five-day training sessions with the GB squad at Crystal Palace before flying to Los Angeles from July 28 to August 13.

COACH ON DUTY

Navy coach CPO Alan Dolman, delighted that Schumacher has capped a magnificent international season in such style, has himself been called up for international duty. Dolman is in charge of five Young England boxers taking part in the European Junior Championships in Finland from May 25 to June 4.

Motor-cycling

Armes earns points

CPOWEA Phil Armes has had mixed fortunes on the motor-cycle racetrack in the past few weeks. At Easter he qualified for championship races at Brands Hatch and Oulton Park on the Monday, finishing eighth on his 250cc Yamaha in the 240-1300cc Transnational race.

A seized gearbox caused him to crash out of the 250cc event at Snetterton on May 6, but frantic overnight efforts allowed him to race at Brands Hatch the next day, when clutch problems caused him to retire.

Armes earned a front row grid position at Donington Park for the third round of the Marlboro Clubmans championship third round on May 13, leading for a lap and a half before losing power and settling for seventh place and four championship points.

Seahawk hotshots

HMS SEAHAWK won five out of six team competitions for which they were eligible at the London and Middlesex Rifle Association's Services meeting at Bisley.

Ski-ing

Summer ski trip planned

A SKI-ING trip is being organised to the Pitzal Glacier in the Austrian Tyrol. Departure will be from London on August 4, to return on August 12. Cost will be £165, including the lift pass.

Absolute beginners are encouraged to take this opportunity. Instruction will be available for all standards.

There are only 37 places available, which can be reserved, from POA(Met) Alcock, Fleet Oceanographic Centre (MOTEC), HMS Warrior, Northwood, Middlesex (HMS Warrior ext. 7232).

Daedalus in the lead



Lieut.-Cdr. Mike Tattersall and Miss Barbara Padfield lead HMS Daedalus to victory over Seahawk and Osprey in the Home Air Command Cup at the Naval Air Command regatta sailed off Portsmouth Harbour on May 10-11. Lieut.-Cdr. Tattersall went on to win the Swordfish Trophy on the second day of competition.

Other winners were: Championship Crew Prize — Miss Barbara Padfield; Best Novice Crew — LAEA Richard Shingleton-Smith; Ladies Prize — Miss Barbara Padfield; Crews Race — CPO Nigel Leveridge and Lieut. Ian Fretwell.

Fixtures

JUNE

1-3 — Water Polo: RN v SW Clubs (Lymington).
2 — Tennis: RN(W) Inter-Establishment championships and RN v AELTC (USS Portsmouth).
2-3 — Golf: RN v Hants (Hayling GC).
3 — Tennis: RN v Metropolitan Police (Portsmouth).
4-5 — Tennis: RN(W) Inter-Group championships (USSC Portsmouth).
4 — Cricket: RN v Middlesex II (US Portsmouth).
5 — Cricket: RN v Cricket Club Conference (London).

6 — Fencing: Inter-Services triangular (RAF Cosford).
6-9 — Sailing: Services regatta (Solent/Guernsey).
9 — Tennis: RN v Civil Service (Portsmouth).
10 — Tennis: RN Veterans v Veterans LTC of GB (Portsmouth); RN(W) v Winchester (Winchester).
11 — Volleyball: WRNS Inter-Group championships (HMS Daedalus).
13-15 — Golf: RN Open and Inter-Command stroke play championships (Blackmoor GC).
14-15 — Athletics: WRNS Inter-Group championships (Portsmouth).

15 — Water polo: RN KO final (HMS Collingwood).
16 — Water polo: RN v Hants v Sussex (HMS Collingwood); Tennis: RN v POSB (Portsmouth) and RN(W) v Hurlingham (Hurlingham).
17 — Tennis: RN v Insurance Offices (Portsmouth).
22-23 — Swimming and water polo: RN junior championships (HMS Raleigh).
23 — Tennis: RN v Torquay (HMS Drake); RN(W) v Queens Club (Queens).
24 — Tennis: RN v Mannamead (HMS Drake) and RN(W) v Lensbury (Lensbury).
27 — Cricket: RN v United London

SPORT

SENIORS SLUMP IN RAIN

A DEPLETED Royal Navy side slithered to a 50-run defeat against Oxford University at The Parks in their first outing of the season, writes Derek Oakley.

The Navy were dogged by drizzle and a wet outfield after Oxford had elected to bat, and with opening bowlers CPO Kelson Brooks and Lieut. Peter Bowden both away, the bowling was a bit thin.

It was left to newcomer Lieut. Toby Lanyon and LWTR Andy Collier to spearhead the attack, but Lanyon could find little direction. The very wet ball was little help to the bowlers, and nor was the fact that AEM Chris Campbell had to leave the field ill after four overs.

FIELDING

That meant Lieut. Tony Izzard and Collier had to share 47 of the 55 overs. The standard of fielding faltered in the soggy outfield and Bristowe reached a century out of 247-8 after he had been dropped at 21.

Three early lbw decisions went against the Navy before Izzard joined Lieut. Charlie Hobson with the score on 27-4. These two took control of the Oxford spin attack although the Navy fell behind the clock as fielding conditions improved.

TWO SIXES

Hobson batted well, hitting two sixes and four fours in his 55, and Lieut.-Cdr. Roger Evans kept the score ticking over with excellent running between the wickets. The Navy were eventually out for 197 in the 52nd over, a respectable start to the season considering the circumstances.

Oxford University 247-8 (E. Bristowe 101; A. Izzard 4-80, A. Collier 3-117). RN 197 (C. Hobson 55, R. Evans 34, A. Izzard 33, K. Hayes 4-69, J. Carr 3-51).

U-25s in winning form

SEVERAL outstanding individual performances have helped the Royal Navy Under-25 cricket team to win three out of five matches so far this season.

WTR Paul Barker (CINCNAVHOME) grafted to an excellent maiden century out of the U-25's 222 for six against the Royal Marines at Portsmouth. The U-25s won by 39 runs.

Lieut. Richard Walker (3 Cdo Bde) with 68 not out and Lieut. Robin Hollington (City University), with 64, batted well in a five-wicket win achieved in the last over against United Services, Portsmouth. MNE Danny

Cricket

Marshall (3 Air Sqn RM) claimed six wickets (five caught, one stumped) behind the stumps in a thrilling last-over, one-run win against Hertfordshire U-25.

Earlier, after a poor start, Mid David Higgs (BRNC) scored a determined 34. The Navy side also produced some top quality fielding.

AEM Chris Campbell (Gannet) bowled tightly against Devon U-25 at Dartmouth, finishing with 5-27 and limiting them to 179. Poor batting, however, led to a 33-run defeat, as it did to the five-wicket defeat by United Services, Plymouth, at Mount Wise.

STILL AVAILABLE

Most of last season's squad are still available, so there was a lot of competition among the 39 young cricketers who attended trials at Portsmouth over Easter.

Talented newcomers include Midshipmen David Higgs and Chris Slocombe (BRNC), RO Roger Garoner (Phoebe) and WEM(O) David Daley (Portsmouth FMG), and there is much to play for in the six matches leading to the Inter-Services at Sandhurst in July.

In Brief

Angling

FISH proved to be extremely choosy at the RN and RM Angling Association's spring flyfishing competition on Chew Valley Lake on May 16, but for the second year running the team prize was won by Lieut.-Cdr. David Crampton-Thomas and FCPO John Woodside with 13 trout for 23lb. 1oz.

Runners-up were Capt. Max Kohler and Lieut.-Cdr. Bill Jones. FCPO Woodside took the best bag (12lb. 9oz.), the best rainbow was taken by Lieut.-Cdr. Robin Everall (3lb. 5oz.), and the best brown by Cdr. Chris York (2lb. 8oz.).

Trials

THE FIRST HMS Thunderer hunter trials were held on May 12 in the grounds of RNEC Manadon over a one-mile course which incorporated the ancient Devonport Leat.

Invited riders from four local hunts took part, with Service riders competing on their own horses or on horses borrowed from the Royal Marines Saddle Club.

Ship race

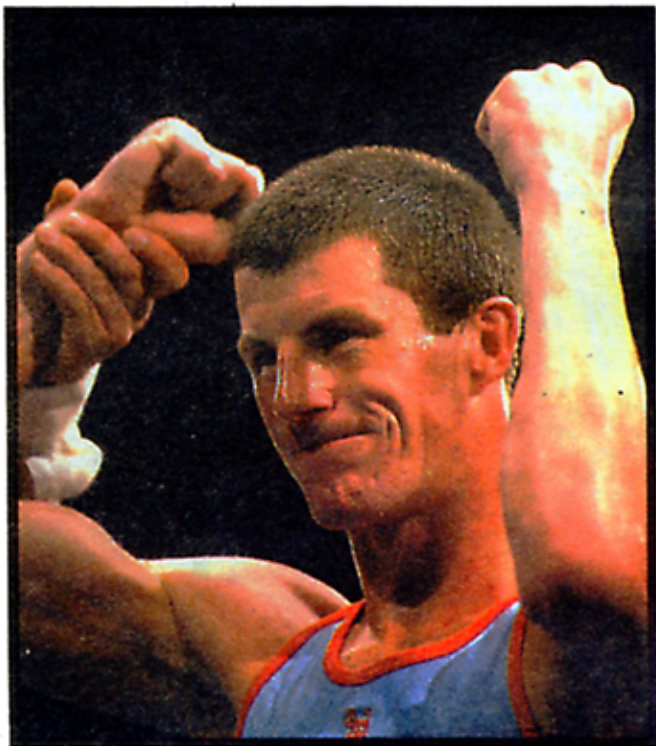
WHILE at Stanley during her South Atlantic deployment, HMS Penelope organised a 100 x 1 mile relay race ashore. Despite temperatures below zero and sudden blizzards, the relay was run in 10 hours 36 min. 6 sec.

Capital offer

SHIPS and submarines visiting London whose soccer teams are looking for fixtures are invited to contact Mr Nicholas Foote, of Ham River House, part of the Securicor organisation. His telephone numbers are 01-223 2101 (work) and 01-871 0512 (home).

CLYDE SET FOR BIG BUILD-UP

NEW PLANS for development of the Clyde submarine base to accommodate the Royal Navy's growing underwater force, including Trident boats, have been outlined to local authorities in Scotland.



OLYMPIC TRIUMPH

AB Brian Schumacher breaks into a smile of triumph as he receives the verdict at the end of his ABA national middleweight contest in Wembley Arena on May 4. Schumacher's win earned him a place in the British Olympic team. Also bound for Los Angeles is modern pentathlete LPT Jim Nowak of HMS Dryad. (Full story in Page 47 — main edition).

Home truths

OPPORTUNITIES and rights of Service personnel in the field of housing are outlined in a new booklet now being widely distributed.

Aim of "Housing — a guide for Servicemen and Servicewomen" is to ensure that everyone is aware of changes which have been made.

There are items on house-purchase savings schemes, the RN Long Service advance of pay scheme, the discount sale of surplus married quarters, and non-Service purchase schemes.

Information is provided on the rules when Service personnel let their homes, and for those who wish to rent property on leaving the Services.

The guide is due to be distributed to ships and establishments over the next few weeks.

What a cracker JACK

- At long last... the collected wit of the Royal Navy's favourite cartoon character. You're in for a bumper laugh with this superb 96-page book of the best of Jack cartoons to appear in Navy News.
- Make it the Service with a smile! Only £1.50 including p&p. Available from the Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH
- A donation from profits will go to King George's Fund for Sailors.

FOREWORD BY HIS ROYAL HIGHNESS THE PRINCE OF WALES

Faslane base and the Coulport depot are due to be much enlarged over the next decade in a £350-million construction programme.

At Faslane the plans include more submarine berths, a ship lift (40 metres high and 185m. x 50m.), and new berths for surface ships. There will also be new training facilities.

It was explained that even excluding the Trident submarines, expansion of Faslane would be needed to support the additional fleet submarines coming into service and the new class of diesel-electric submarines.

Road work

Much of the extension at Faslane will be on a site north of the present establishment and formerly used as a shipbreaking yard. Considerable road work in the area will be involved as part of the project.

The total of 3,300 RN and RM personnel at present at the base is due to increase by 800 in ten years' time when Polaris and Trident will be overlapping. Then, the figure is expected to drop several hundred by about the year 2002. MOD civilian manpower is expected to increase by about 500 at peak and then to reduce to present levels.

It is expected that up to 1500 additional construction jobs will be available by the peak of the building programme in 1988.

Crews sought for world race

CREWS are wanted for the Joint Services entry in the 1985-86 Whitbread Round the World Yacht Race, due to start from Southsea on September 28 next year.

A new 58ft., cutter-rigger aluminium yacht is to be built specifically for the race. It was originally designed for the 1980 Whitbread epic, but was shelved when the Joint Service entry became a victim of defence economies.

It is intended that the new boat will be the prototype of a replacement for the Nicholson 55s used by the Joint Services Sailing Centre at Hornet, Gosport.

Volunteers for the crew

should contact the Joint Service Project Team in HMS Excellent on ext. 25157 or Portsmouth 662770. Those chosen will be on duty for adventurous training, and may be required to make a contribution from their pay of up to 25 per cent while actually involved in the race.

BIG CHANCE

In 1973 and 1978 the JSSC yacht Adventure performed superbly in the first two Whitbread races. The new yacht, backed by considerable Service expertise and enthusiasm, should have an excellent chance of finishing the fourth Round the World race in the prizes.

STAND BY

From front page

News is also awaited of any plans for different arrangements in the Royal dockyards, with the structure of the yards again being reviewed.

Besides studies being conducted within MOD, advice is being taken from business consultants.

● White Paper details in page 16.



GULF patrol picture of HMS Falmouth, which had met up with HMS Glasgow and RFA Appleleaf while sailing the waters south of Muscat. First evolution was to go alongside the stationary tanker to offload 17 drums of oil picked up on the way east — replenishment at sea works both ways, says the Falmouth. During the passage from UK 60 members of the ship's company of the frigate had enjoyed an overnight visit to Calro and the Pyramids.

Facing the firing squad

THE 22-year-old County-class guided missile destroyer HMS Devonshire is due to meet her fate as a target ship. Guided weapons systems will be used in her destruction.

No date or location has been disclosed, although reports have said it will be in the Atlantic and that torpedoes and guns will probably be used, too.

The 6,000-ton Devonshire paid off several years ago and at one time there were plans for her to be sold to Egypt. Now she will provide evidence of the destructive capacity of modern weaponry, and will test the ability of that class of ship to absorb punishment.



OUCH! WHAT A CLANGER!

DAVID (Ding'em) Ringham made little headway when he tested his bounciness against the ship's bell in making an unfortunately un-illustrious exit from church service at sea.

In the aircraft carrier, on exercise in the Mediterranean, the petty officer had dutifully attended service on the quarter deck and was about to make a discreet departure behind the congregation before the start of Holy Communion.

But his exit became less discreet when his head collided with the bell with a resounding clang.

Bleeding profusely (and doubtless with head ringing), the wounded PO was led off to the sick bay for attention.

But PO Ringham (that's his name — honestly) was soon back in ding-dong form. And anyone who reckons that's tomato sauce on his face is likely to be tolled off!

Business as usual for Gulf ships

ROYAL NAVY ships continued to patrol in the Gulf of Oman and Arabian Sea as the situation worsened in the Iran-Iraq war.

In late May the current patrol ships, the guided missile destroyer HMS Glasgow and the Leander class frigate HMS Charybdis, together with RFA Appleleaf, were in Karachi on a routine self-maintenance visit.

Involved in the patrol earlier was HMS Falmouth, which was later due to head for the Far East to take part in exercises.

In the Mediterranean, four MCM vessels — HM ships Brinton, Gavinton, Kirkliston and Wilton — have been involved in the NATO exercise Damsel Fair. Accompanying them is the support ship Oil Endeavour.

They were, it is understood, available to depart for mine countermeasure work in the Gulf area if needed, but there was no indication of any immediate plans for the ships to move to that area.

D-DAY

From front page

Last Post at a remembrance service at Bayeux was being sounded by the Buglers of the Royal Marines School of Music. The School was also providing the band at Arramanches to lead the standard bearers of the Royal British Legion, Royal Naval Association, and other veterans' groups.

Following a royal visit to the D-Day Museum at Arramanches, there was to be a flypast by historic aircraft of the Royal Navy and RAF.

There were plans for the Fife to be stationed offshore at Utah and Arramanches with other warships from many nations, including the giant aircraft carrier USS Eisenhower. Thirty men from the British ship were to be flown ashore to take part in street-lining ceremonies.

FREE TRANSPORT

It was estimated that 50,000 ex-Servicemen from the Allied nations would be present for the celebrations, among them 370 British veterans who were granted free transport by the Ministry of Defence. Similar facilities were granted to 50 war widows.

Meanwhile at Portsmouth, 1,200 men and women with four military bands were parading to the Guildhall, where the salute was to be taken by D-Day veteran Admiral Sir Desmond Cassidi, Commander-in-Chief Naval Home Command.

Contingents included those from the Royal Navy and RNA, as well as the Royal Marines Band of CINCPACHOME. In the evening the band and the Royal Naval Display Team were due to take part in a tri-Service show at Southsea Common.

Anniversary cover plan

SPECIAL commemorative postal covers to mark the fortieth anniversary of D-Day, and bearing colour illustrations of Southwick House and an invasion map, have been produced by HMS Dryad. The envelope contains a colour postcard of the famous Wall Map used to plan the landings.

Cost of each cover, with special June 6 Portsmouth handstamp, is £1. A limited edition, signed by the Captain of Dryad — Capt. J. C. K. Slater — costs £2.

Remittances should be made payable to The Wardroom Mess Manager, HMS Dryad, and forwarded to the Philatelic Officer, HMS Dryad, Southwick, Hants. All profits go to naval charities.